APPENDIX C TRAFFIC STUDY

DRAFT
Traffic Study for the Los Angeles Field Office Headquarters of the Federal Bureau of Investigation (FBI) Los Angeles, CA

February 17, 2006

Prepared For:
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114
Phone: (816) 822-3030
Fax: (816) 822-3515

Prepared by:
Katz, Okitsu & Associates
Planning and Engineering
1055 Corporate Center Drive, Suite 300
Monterey Park, California 91754
Telephone: (323) 260-4703
FAX: (323) 260-4705

JA4056

Table of Contents

1. INTRODUCTION 6

A. PROJECT LOCATION 6
B. EXISTING SITE DEVELOPMENT AND ACCESS 8
C. PROJECT DESCRIPTION 8
D. PROJECT STUDY AREA 10
E. ANALYSIS METHODOLOGY 12

2. EXISTING CONDITIONS (YEAR 2006) 15

A. EXISTING ROADWAY SYSTEM 15
B. EXISTING TRANSIT SERVICE 16
D. EXISTING INTERSECTION LEVELS OF SERVICE 21

3. FUTURE (2012 & 2017) WITH AMBIENT GROWTH AND RELATED PROJECTS CONDITIONS 29

A. AMBIENT GROWTH (YEAR 2012) 29
B. RELATED PROJECTS (YEAR 2012) 29
C. PEAK HOUR INTERSECTION LEVEL OF SERVICE (YEAR 2012) 41
D. AMBIENT GROWTH (YEAR 2017) 43
E. RELATED PROJECTS (YEAR 2017) 52
F. PEAK HOUR INTERSECTION LEVEL OF SERVICE (YEAR 2017) 52

4. PROJECT TRIPS 59

A. PROJECT TRIP GENERATION 59
B. PROJECT TRIP DISTRIBUTION 62
C. PROJECT TRIP ASSIGNMENT 62

5. FUTURE (2012 & 2017) WITH AMBIENT GROWTH AND RELATED PROJECTS AND PROJECT CONDITIONS 73

PHASE 1 (YEAR 2012) CONDITIONS 73
PHASES 1 AND 2 (YEAR 2012 & 2017) CONDITIONS 75

6. PROJECT TRAFFIC IMPACTS AND MITIGATION MEASURES 86

A. DETERMINATION OF TRAFFIC IMPACTS 86
B. MITIGATION MEASURES FEASIBILITY AND RECOMMENDATIONS 95
C. EFFECT OF MITIGATION MEASURES 99

7. ALTERNATIVE DEVELOPMENT SCENARIOS 104

A. "NO ACTION" ALTERNATIVE 104
B. ALTERNATE USE SCENARIO (ALTERNATIVE 2) 104

8. CONGESTION MANAGEMENT PLAN CONFORMANCE 106

A. FREEWAY SEGMENT ANALYSIS 106

9. SUMMARY AND PROJECT RECOMMENDATIONS 109

A. ANALYSIS CONCLUSIONS 109
B. PROJECT MITIGATIONS 110

DRAFT

List of Figures

FIGURE 1 – PROJECT SITE LOCATION 7
FIGURE 2 – PROJECT SITE 9
FIGURE 3 – STUDY INTERSECTIONS 11
FIGURE 4A – INTERSECTION GEOMETRY 19
FIGURE 4B – INTERSECTION GEOMETRY 20
FIGURE 5A – EXISTING (2006) AM PEAK HOUR TURN VOLUMES 25
FIGURE 5B – EXISTING (2006) AM PEAK HOUR TURN VOLUMES 26
FIGURE 6A – EXISTING (2006) PM PEAK HOUR TURN VOLUMES 27
FIGURE 6B – EXISTING (2006) PM PEAK HOUR TURN VOLUMES 28
FIGURE 7A – FUTURE (2012) AMBIENT GROWTH AM PEAK HOUR VOLUMES 30
FIGURE 7B – FUTURE (2012) AMBIENT GROWTH AM PEAK HOUR VOLUMES 31
FIGURE 8A – FUTURE (2012) AMBIENT GROWTH PM PEAK HOUR VOLUMES 32
FIGURE 8B – FUTURE (2012) AMBIENT GROWTH PM PEAK HOUR VOLUMES 33
FIGURE 9– LOCATIONS OF RELATED PROJECTS 36
FIGURE 10A – RELATED PROJECT ONLY TRIP ASSIGNMENT – AM PEAK HOUR 37
FIGURE 10B – RELATED PROJECT ONLY TRIP ASSIGNMENT – AM PEAK HOUR 38
FIGURE 11A – RELATED PROJECT ONLY TRIP ASSIGNMENT – PM PEAK HOUR 39
FIGURE 11B – RELATED PROJECT ONLY TRIP ASSIGNMENT – PM PEAK HOUR 40
FIGURE 12A – FUTURE (2012) GROWTH AND RELATED PROJECTS – AM PEAK-HOUR TURN VOLUMES 44
FIGURE 12B – FUTURE (2012) GROWTH AND RELATED PROJECTS – AM PEAK-HOUR TURN VOLUMES 45
FIGURE 13A – FUTURE (2012) GROWTH AND RELATED PROJECTS – PM PEAK-HOUR TURN VOLUMES 46
FIGURE 13B – FUTURE (2012) GROWTH AND RELATED PROJECTS – PM PEAK-HOUR TURN VOLUMES 47
FIGURE 14A – FUTURE (2017) AMBIENT GROWTH AM PEAK HOUR VOLUMES 48
FIGURE 14B – FUTURE (2017) AMBIENT GROWTH AM PEAK HOUR VOLUMES 49
FIGURE 15A – FUTURE (2017) AMBIENT GROWTH PM PEAK HOUR VOLUMES 50
FIGURE 15B – FUTURE (2017) AMBIENT GROWTH PM PEAK HOUR VOLUMES 51
FIGURE 16A – FUTURE (2017) GROWTH AND RELATED PROJECTS – AM PEAK-HOUR TURN VOLUMES 55
FIGURE 16B – FUTURE (2017) GROWTH AND RELATED PROJECTS – AM PEAK-HOUR TURN VOLUMES 56
FIGURE 17A – FUTURE (2017) GROWTH AND RELATED PROJECTS – PM PEAK-HOUR TURN VOLUMES 57
FIGURE 17B – FUTURE (2017) GROWTH AND RELATED PROJECTS – PM PEAK-HOUR TURN VOLUMES 58
FIGURE 18A – PROJECT TRIP DISTRIBUTION 63
FIGURE 18B – PROJECT TRIP DISTRIBUTION 64
FIGURE 19A– AM PEAK TRIP ASSIGNMENT – PHASE 1 PROJECT (YEAR 2012) TRAFFIC 65
FIGURE 19B– AM PEAK TRIP ASSIGNMENT – PHASE 1 PROJECT (YEAR 2012) TRAFFIC 66
FIGURE 20A – PM PEAK TRIP ASSIGNMENT – PHASE 1 PROJECT (YEAR 2012) TRAFFIC 67
FIGURE 20B – PM PEAK TRIP ASSIGNMENT – PHASE 1 PROJECT (YEAR 2012) TRAFFIC 68
FIGURE 21A – AM PEAK TRIP ASSIGNMENT – PHASES 1 AND 2 PROJECT (YEAR 2017) TRAFFIC 69
FIGURE 21B – AM PEAK TRIP ASSIGNMENT – PHASES 1 AND 2 PROJECT (YEAR 2017) TRAFFIC 70
FIGURE 22A – PM PEAK TRIP ASSIGNMENT – PHASES 1 AND 2 PROJECT (YEAR 2017) TRAFFIC 71
FIGURE 22B – PM PEAK TRIP ASSIGNMENT – PHASES 1 AND 2 PROJECT (YEAR 2017) TRAFFIC 72
FIGURE 23A – FUTURE (2012) AMBIENT GROWTH AND RELATED PROJECTS AND PHASE 1 PROJECT AM PEAK-HOUR TURN VOLUMES 78

DRAFT

FIGURE 23B – FUTURE (2012) AMBIENT GROWTH AND RELATED PROJECTS AND PHASE 1 PROJECT AM PEAK-HOUR TURN VOLUMES 79
FIGURE 24A – FUTURE (2012) AMBIENT GROWTH AND RELATED PROJECTS AND PHASE 1 PROJECT PM PEAK-HOUR TURN VOLUMES 80
FIGURE 24B – FUTURE (2012) AMBIENT GROWTH AND RELATED PROJECTS AND PHASE 1 PROJECT PM PEAK-HOUR TURN VOLUMES 81
FIGURE 25A – FUTURE (2017) AMBIENT GROWTH AND RELATED PROJECTS AND PHASES 1 & 2 PROJECT AM PEAK-HOUR TURN VOLUMES 82
FIGURE 25B – FUTURE (2017) AMBIENT GROWTH AND RELATED PROJECTS AND PHASES 1 & 2 PROJECT AM PEAK-HOUR TURN VOLUMES 83
FIGURE 26A – FUTURE (2017) AMBIENT GROWTH AND RELATED PROJECTS AND PHASES 1 & 2 PROJECT PM PEAK-HOUR TURN VOLUMES 84
FIGURE 26B – FUTURE (2017) AMBIENT GROWTH AND RELATED PROJECTS AND PHASES 1 & 2 PROJECT PM PEAK-HOUR TURN VOLUMES 85
FIGURE 27 – LOCATION OF STUDY INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS - PHASE 1 100
FIGURE 28 – LOCATION OF STUDY INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS - PHASES 2 101
FIGURE 29A – INTERSECTION GEOMETRY WITH MITIGATION MEASURES 102
FIGURE 29B – INTERSECTION GEOMETRY WITH MITIGATION MEASURES 103

List of Tables

TABLE 1 – LIST OF TRANSIT LINES WITHIN THE STUDY AREA 16
TABLE 2 – SUMMARY OF INTERSECTION PERFORMANCE EXISTING (2006) CONDITIONS 21
TABLE 3 – RELATED PROJECT TRIP GENERATION ESTIMATES 34
TABLE 4 – POTENTIAL ADDITIONAL TRIP GENERATION ESTIMATES OF EXISTING TOWER 35
TABLE 5 – INTERSECTION PERFORMANCE - AMBIENT GROWTH AND RELATED PROJECTS CONDITIONS (YEAR 2012) 41
TABLE 6 – INTERSECTION PERFORMANCE - AMBIENT GROWTH AND RELATED PROJECTS CONDITIONS (YEAR 2017) 52
TABLE 7 – PROJECT TRIP GENERATION RATES 61
TABLE 8 – PHASE 1 PROJECT TRIP GENERATION ESTIMATES 61
TABLE 9 – PHASES 1 AND 2 PROJECT TRIP GENERATION ESTIMATES 62
TABLE 10 – INTERSECTION PERFORMANCE - AMBIENT GROWTH AND RELATED PROJECTS AND PHASE 1 PROJECT CONDITIONS (YEAR 2012) 73
TABLE 11 – INTERSECTION PERFORMANCE - AMBIENT GROWTH AND RELATED PROJECTS AND PHASES 1 AND 2 PROJECT CONDITIONS (YEAR 2017) 75
TABLE 12 – DETERMINATION OF PHASE 1 PROJECT IMPACTS - AM PEAK PERIOD 86
TABLE 13 – DETERMINATION OF PHASE 1 PROJECT IMPACTS - PM PEAK PERIOD 88
TABLE 14 – DETERMINATION OF PHASES 1 AND 2 PROJECT IMPACTS - AM PEAK PERIOD 91
TABLE 15 – DETERMINATION OF PHASES 1 AND 2 PROJECT IMPACTS - PM PEAK PERIOD 93
TABLE 16 – DETERMINATION OF PROJECT IMPACTS - WITH PROPOSED MITIGATION MEASURES (PHASE 1) 99
TABLE 17 – DETERMINATION OF PROJECT IMPACTS - WITH PROPOSED MITIGATION MEASURES (PHASE 2) 99
TABLE 18 – PROJECT TRIP GENERATION ESTIMATES – ALTERNATE USE SCENARIO (PHASE 1) 105
TABLE 19 – PROJECT TRIP GENERATION ESTIMATES – ALTERNATE USE SCENARIO (PHASES 1 AND 2) 105
TABLE 20 – DETERMINATION OF PHASE 1 PROJECT IMPACTS - FREEWAY ANALYSIS (YEAR 2012) 107
TABLE 21 – DETERMINATION OF PHASES 1 AND 2 PROJECT IMPACTS - FREEWAY ANALYSIS (YEAR 2017) 107

DRAFT

Appendices

APPENDIX A – ANALYSIS METHODOLOGIES
APPENDIX B – TRAFFIC COUNT DATA
APPENDIX C – ANALYSIS WORKSHEETS FOR EXISTING CONDITIONS (YEAR 2006)
APPENDIX D – ANALYSIS WORKSHEETS FOR AMBIENT AND RELATED PROJECTS CONDITIONS (YEAR 2012)
APPENDIX E – ANALYSIS WORKSHEETS FOR AMBIENT AND RELATED PROJECTS CONDITIONS (YEAR 2017)
APPENDIX F – PROJECT TRIP GENERATION SURVEY RESULTS AND CALCULATIONS
APPENDIX G – ANALYSIS WORKSHEETS FOR AMBIENT AND RELATED PROJECTS WITH PHASE 1 PROJECT CONDITIONS (YEAR 2012)
APPENDIX H – ANALYSIS WORKSHEETS FOR AMBIENT AND RELATED PROJECTS WITH PHASES 1 AND 2 PROJECT CONDITIONS (YEAR 2017)
APPENDIX I – ANALYSIS WORKSHEETS FOR AMBIENT AND RELATED PROJECTS WITH PROJECT CONDITIONS WITH PROPOSED MITIGATIONS

Notes: Appendices B through I are available under separate cover.

DRAFT

1. Introduction

This report documents the traffic study prepared for proposed expansion of the Federal Bureau of Investigation (FBI) Field Office Headquarters. The proposed Federal buildings (Project) will be constructed at 11000 Wilshire Boulevard in West Los Angeles.. The proposed project will consolidate the current FBI Field Office Headquarters and 11 other separate leased locations into one single location. In addition, the project will accommodate the future projected growth of the FBI. New federal buildings are proposed to be constructed in two phases. The first phase will include 230,000 square feet of office space, 190,000 square feet of storage, 47,000 square fee of auto/radio maintenance facility (A/RMF), and 297,500 square feet of secured parking garage. The second phase will accommodate the long term facilities requirements with 470,000 square feet of office and the second 122,500 square feet section of secured parking garage. A total of 700,000 square feet of office, 190,000 square feet of evidence storage, 47,000 square feet of A/RMF Building, and 420,000 square feet of secured parking garage will be constructed with the completion of the second phase.

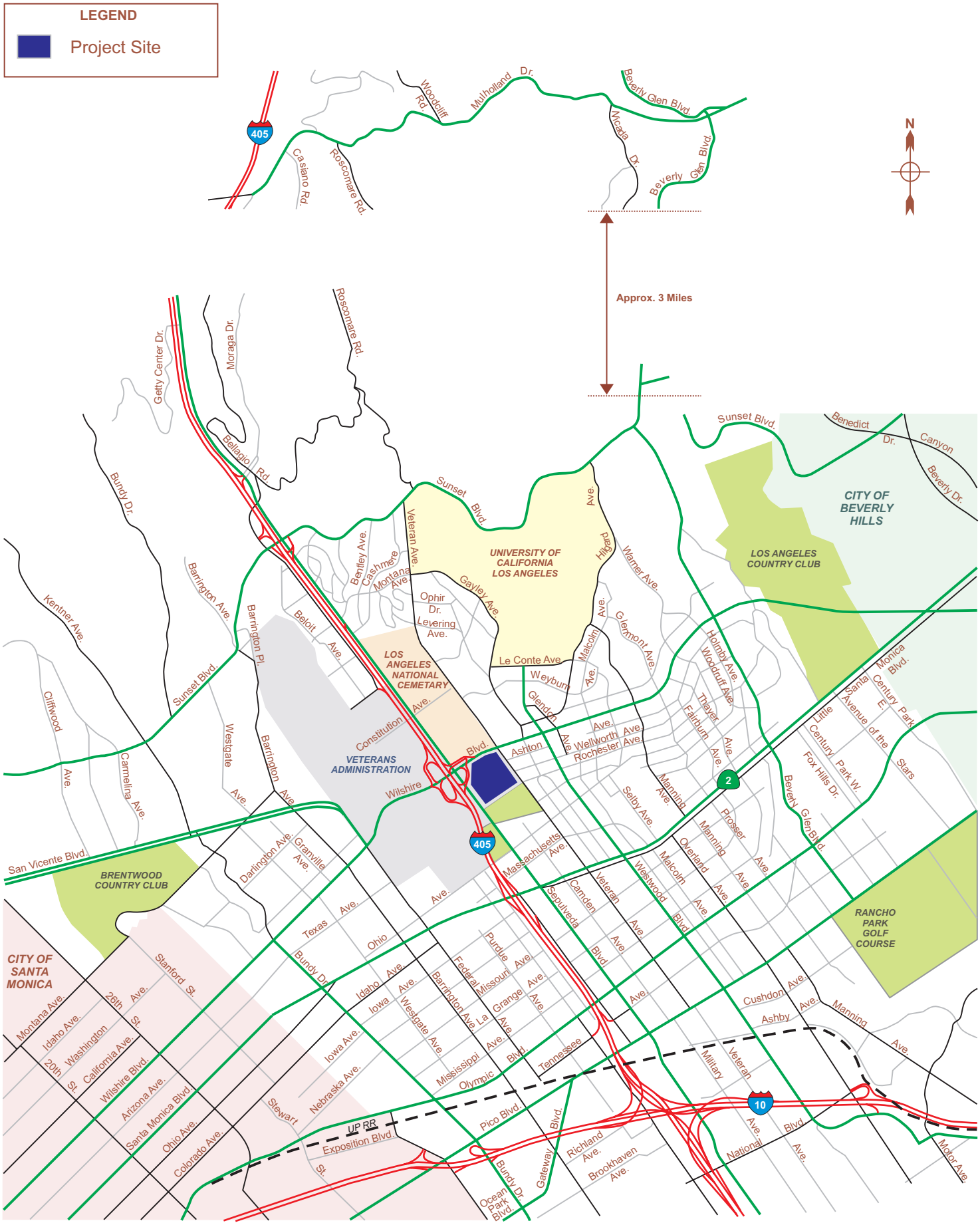
Katz, Okitsu & Associates was retained to study the potential traffic impacts of the proposed Project alternatives. The alternatives evaluated in this report included Alternative 1, which increased the workforce population at 11000 Wilshire Boulevard and Alternative 2, which reduced the workforce on the site in relation in relation to the No Action Alternative. Because Alternative 2 reduced traffic impacts when compared to the No Action Alternative, it was not analyzed to the extent that the No Action (baseline) and Alternative 1 were evaluated. For purposes of this report the term "Project" refers to Alternative 1.

The following sections examine the impacts of the project on weekday AM and PM peak hour operations at key area intersections. The findings of this analysis will be used to prepare the project's environmental documentation. The scope and methodologies used for this traffic study were developed in consultation with the City of Los Angeles Department of Transportation (LADOT). The Project study area, as defined through consultation with LADOT staff and public meetings with the community, encompasses 70 roadway intersections. Key tasks undertaken for this traffic analysis include: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts of the planned project land use, 4) assignment of Project-generated trips to the study area roadway system and, 5) evaluation of the impact of project traffic at the study intersections. This report follows guidelines within the LADOT document entitled *Traffic Study Policies and Procedures*.

A. Project Location

The proposed Project site would be located at 11000 Wilshire Boulevard in the community of Los Angeles. Figure 1 illustrates the study area and the site location in relation to surrounding street system. As shown, regional access to the site is provided via San Diego (I-405) Freeway and Santa Monica (I-10) Freeway.

DRAFT



Katz, Okitsu & Associates *Planning & Engineering*	Los Angeles FBI Federal Building	Figure 1
		Project Site Location

B. Existing Site Development and Access

Currently, the facilities on site include a 17-story office tower that houses 562,000 square feet of office space, U.S. Post Office, cafeteria, and parking garage. In 2005, a total 1,252 employees occupy the building of which 700 are FBI employees, 400 are government employees (non-FBI), 142 are postal service employees, and 10 are cafeteria staff. According to the General Services Administration (GSA), at capacity, the office tower can accommodate a maximum of 1,915 FBI and non-FBI government employees. Thus, the existing building and facilities could accommodate up to 2,067 employees.

With completion of the project, access to the site will continue to be provided along Veteran Avenue and Sepulveda Boulevard. Access to the secured parking garage will be available at any of the driveways.

C. Project Description

Alternative 1.
The proposed Project is to construct new facilities for the FBI on the 11000 Wilshire Boulevard site in addition to the existing 17-story building. An additional 937,000 gross square feet of building space plus a garage with 1,200 secured parking stalls and 750 parking spaces on surface lots will be provided. The project would occur in two phases over a 10-year period.

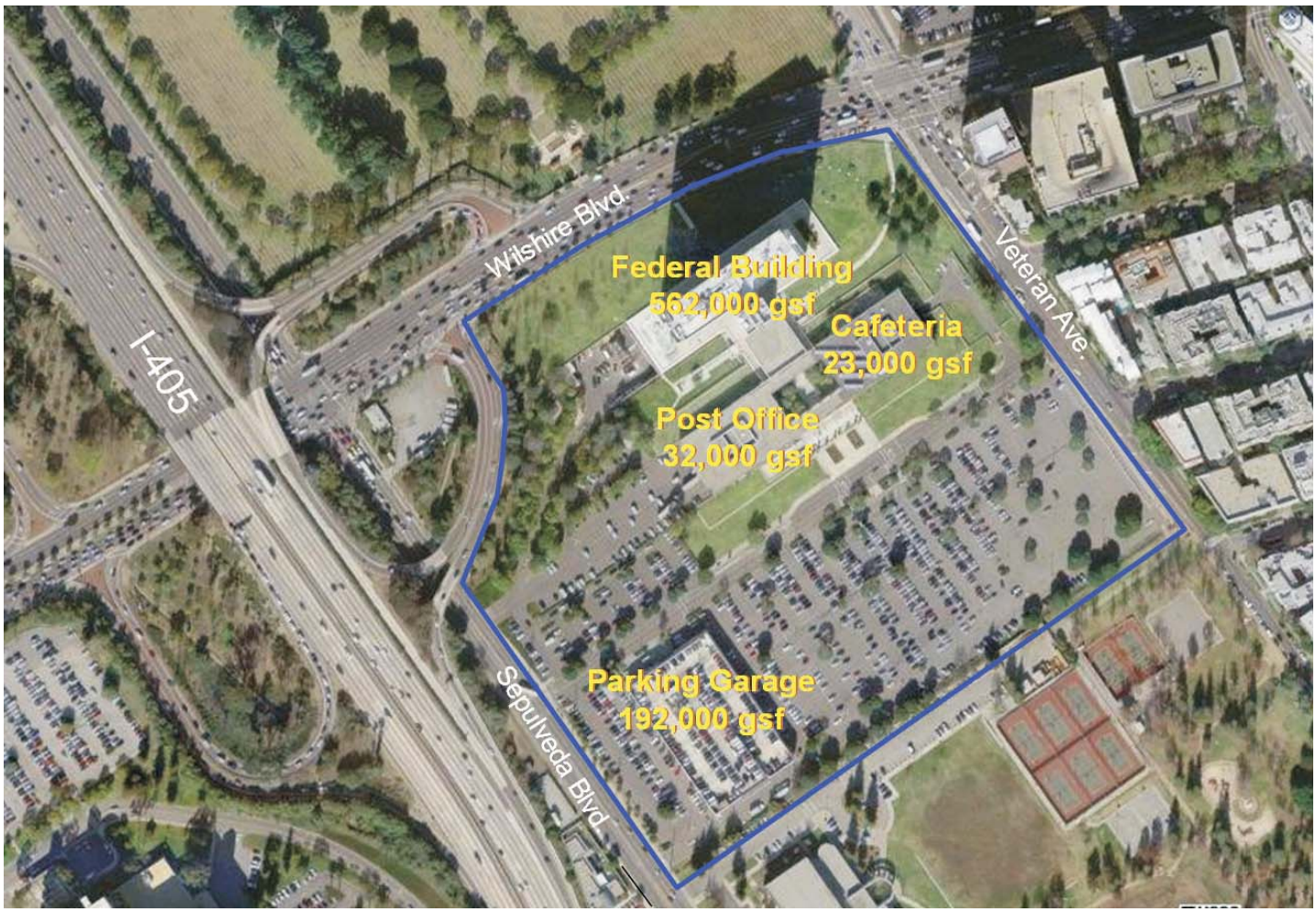
Under the first phase of the Project (Year 2012), 230,000 square feet of office space, 190,000 square feet of strictly storage, and 47,000 square feet of auto/radio maintenance facility with 850-space secured parking garage will be constructed. According to GSA, the existing office tower will be renovated for non-FBI tenant use that is projected to accommodate a maximum of 2,300 employees once renovation is completed. The existing post office and cafeteria will remain as-is without any growth expected.

According to GSA, the second phase (Year 2017) of the project is planned to construct additional 470,000 square feet of office for FBI use with 350-space secured parking garage. Phase 2 will strictly be for FBI use to accommodate its projected growth. An additional 1,000 FBI employees are estimated by Year 2017.

Alternative 2
Alternative 2 would be the same for new construction as Alternative 1, however the existing 17-story office tower and the cafeteria building would be demolished.

Figure 2 shows the existing .

DRAFT



N

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 2
Project Site

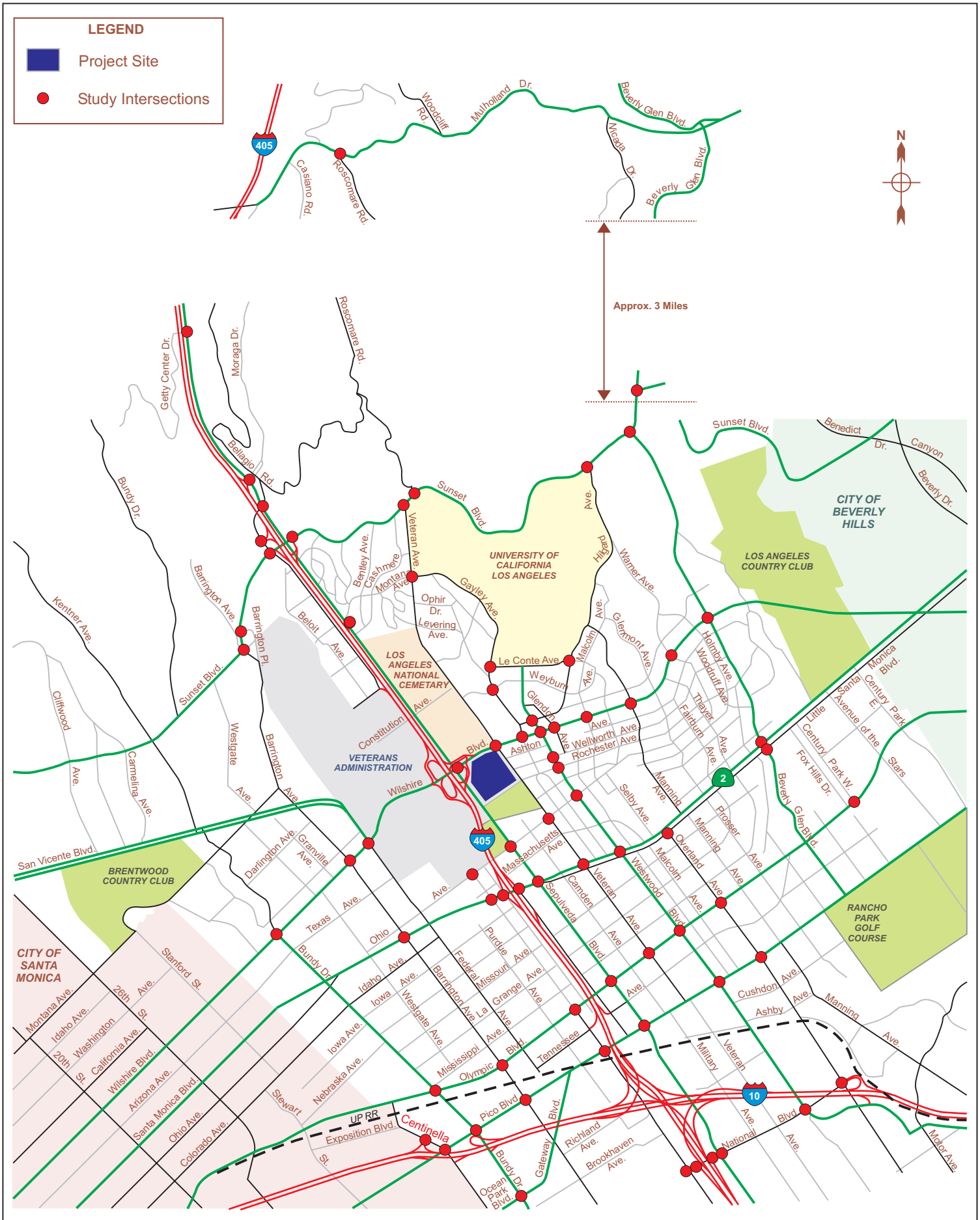
D. Project Study Area

For this traffic analysis, seventy (70) locations were defined as study intersections in consultation with LADOT staff. All of the study intersections are controlled by traffic signals. The following is the list of the study locations:

1. Roscomare Road and Mulholland Drive
2. Sepulveda Boulevard and Getty Ctr Drive
3. Sepulveda Boulevard and Moraga Drive/I-405
4. Sepulveda Boulevard and Church Lane
5. Barrington Avenue and Sunset Boulevard
6. Barrington Place and Sunset Boulevard
7. Church Lane and I-405 SB Ramps
8. Church Lane and Sunset Boulevard
9. I-405 NB Ramps and Sunset Boulevard
10. Veteran Avenue and Sunset Boulevard
11. Bellagio and Sunset Boulevard
12. Hilgard Avenue and Sunset Boulevard
13. Beverly Glen Boulevard (West) and Sunset Boulevard
14. Beverly Glen (East) and Sunset Boulevard
15. Sepulveda Boulevard and Montana Avenue
16. Veteran and Gayley
17. Gayley Avenue and Le Conte Avenue
18. Gayley Avenue and Weyburn Avenue
19. Hilgard Avenue and Le Conte Avenue
20. Bundy Drive and Wilshire Boulevard
21. Barrington Avenue and Wilshire Boulevard
22. San Vicente/Federal and Wilshire Boulevard
23. Sepulveda Boulevard and Wilshire Boulevard
24. Veteran Avenue and Wilshire Boulevard
25. Gayley Avenue and Wilshire Boulevard
26. Westwood Boulevard and Lindbrook Drive
27. Westwood Boulevard and Wilshire Boulevard
28. Glendon Avenue and Wilshire Boulevard
29. Selby Avenue and Wilshire Boulevard
30. Warner Avenue and Wilshire Boulevard
31. Beverly Glen Boulevard and Wilshire Boulevard
32. Westwood Boulevard and Wellworth Avenue
33. Westwood Boulevard and Rochester Avenue
34. Barrington Avenue and Santa Monica Boulevard
35. Sawtelle Boulevard and Ohio Avenue
36. Sepulveda Boulevard and Ohio Avenue
37. Veteran Avenue and Ohio Avenue
38. Westwood Boulevard and Ohio Avenue
39. Sawtelle Boulevard and Santa Monica Boulevard
40. I-405 SB Ramps and Santa Monica
41. I-405 NB Ramps and Santa Monica
42. Sepulveda Boulevard and Santa Monica Boulevard
43. Veteran Avenue and Santa Monica Boulevard
44. Westwood Boulevard and Santa Monica Boulevard
45. Overland Avenue and Santa Monica Boulevard
46. Beverly Glen Boulevard and Santa Monica
47. Beverly Glen and Santa Monica South
48. Bundy Drive and Olympic Boulevard
49. Barrington Avenue and Olympic Boulevard
50. Sawtelle Boulevard and Olympic Boulevard
51. Sepulveda Boulevard and Olympic Boulevard
52. Veteran Avenue and Olympic Boulevard
53. Westwood Boulevard and Olympic Boulevard
54. Overland Avenue and Olympic Boulevard
55. Century Park West and Olympic Boulevard
56. Centinela Avenue and I-10 WB Ramps
57. Centinela Avenue and Pico Boulevard
58. Bundy Drive and Pico Boulevard
59. Barrington Avenue and Pico Boulevard
60. Sawtelle Boulevard and Pico Boulevard
61. Sepulveda Boulevard and Pico Boulevard
62. Westwood Boulevard and Pico Boulevard
63. Overland Avenue and Pico Boulevard
64. Bundy Drive and Ocean Park Boulevard/Gateway Boulevard
65. Sawtelle Boulevard and National Boulevard
66. I-405 SB On Ramp and National Boulevard
67. I-405 NB Off Ramp and National Boulevard
68. Sepulveda Boulevard and National Boulevard
69. Westwood Boulevard and National Boulevard
70. Overland Avenue and I-10 WB Ramps/National Boulevard

The locations of the study intersections are illustrated in Figure 3.

DRAFT



Katz, Okitsu & Associates *Planning & Engineering*	Los Angeles FBI Federal Building	Figure 3
		Study Intersections

E. Analysis Methodology

In order to document these assumptions, Katz, Okitsu & Associates typically submits Memorandum of Understanding (MOU) for this type of report. The development of an MOU is a formal part of the traffic impact analysis process required by LADOT for all traffic studies. The list of study intersections is typically finalized through this process. The number of study intersections to be included in this analysis, however, was finalized through the series of meetings with both LADOT staff and community members. The related area projects were also determined through the same process. As for the trip generation assumptions, survey of the existing building was performed to develop empirical trip generation rates specific to the proposed land use rather than utilizing the typical rates from the Institute of Transportation Engineers (ITE) *Trip Generation 7th Edition*. The following text describes the methodology for this report.

Study Scenarios

Weekday AM and PM peak hour traffic operations were evaluated at the study intersections for each of the following traffic scenarios:

- Existing (Year 2006) Conditions
- Future (Year 2012) with Ambient Growth and Related Projects – Phase 1
- Future (Year 2012) with Ambient Growth and Related Projects and the Proposed Project – Phase 1
- Future (Year 2017) with Ambient Growth and Related Projects – Phase 2
- Future (Year 2017) with Ambient Growth and Related Projects and the Proposed Project – Phase 2

The TRAFFIX software was used to perform the level of service analysis of the street network. The intersection analysis was based upon the Transportation Research Board Critical Movement Analysis (CMA) Circular 212 Planning method for signalized intersections.

Existing Period Conditions

In order to define existing traffic conditions at the study intersections, peak hour turning movement counts were compiled at the study intersections on a weekday during the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, per LADOT guidelines. New traffic counts near the project site were collected in October 2004 when the project was initially proposed. In addition to the key intersections determined at first, the study area was expanded to a three-mile radius from the site of which are critical intersections that can be impacted by the project and any intersections operating at a poor levels of service. The traffic counts for the additional intersections (45) were compiled from nearby traffic studies recently completed and in the LADOT database. Utilizing the historical annual growth of 1% within the study area, all intersection traffic counts were adjusted to reflect the existing (Year 2006) conditions. The morning and afternoon peak hour traffic counts are provided in Appendix B.

DRAFT

Fieldwork within the Project study area was undertaken to identify the condition of major roadways, to identify traffic control and approach lane configuration at each study intersection, and to identify the locations of on-street parking and transit stops

The existing level of service at each of the study intersections is discussed in Section 2 of this report.

Future Period Conditions

In order to define regional traffic growth that would affect operations at the study intersections during the Project years (2012 and 2017), an ambient/background traffic growth rate was defined. This annual growth rate is based on the discussion with LADOT staff and consistent with the historical growth of the study area. The chosen annual growth rate of 1% was utilized to increase existing (year 2006) traffic volumes to establish a future (year 2012 and 2017) base traffic volumes. The applied rate was approved and verified with LADOT staff.

Future Area Development Projects

In addition to future ambient growth, traffic from area related projects (approved and pending) was considered before examining traffic impacts from the proposed Project. Katz, Okitsu & Associates researched information from recently completed traffic studies discussed with LADOT staff. The list was compiled pertaining to approved projects and projects pending approval in the study area. Daily and peak hour trips that would be generated from each of the related projects were computed. The trip rates are generally based on the Institute of Transportation Engineers (ITE) *Trip Generation 7th Edition* published in 2003.

The level of service for future conditions at the study intersections with traffic from related projects is discussed in Section 3 of this report.

Project Trip Generation and Distribution

Typically, the estimated trip generation for typical office use would be derived from the Institute of Transportation Engineers *Trip Generation, 7th Edition*. Although the 11000 Wilshire Building is designated for government office use, the number of trips and the trip patterns generate by the building are rather atypical from the average office use (i.e., general or government office) based on assortment of working schedules of each employee. Thus, surveys were conducted to determine the trip generation characteristics of the existing building. The existing site primarily consists of FBI and government offices (i.e., non-FBI government agencies). In order to calculate trip generation totals from each type of office use, trip rates per employee derived from the surveys performed at the existing building.

Project trip distribution was also determined through the surveys performed. Sample of the zip code data of the employees were evaluated to estimate project trip distribution.

The methodology utilized for the Project trip generation and distribution calculations is discussed in Section 4 of this report.

DRAFT

Level-of-Service Analysis and Impacts

Katz, Okitsu & Associates quantitatively assessed weekday AM and PM peak hour traffic impacts at 70 study intersections. As a result of meeting with the Traffic Working Group formed for this project and LADOT, there were 72 intersections identified for study. A review of all 72 intersections identified two that were not signalized intersections and therefore would not qualify for this type of analysis. As defined by LADOT traffic study guidelines, significant impacts of a proposed project at study intersections must be mitigated to a level of insignificance. In cases where capacity increases are possible, Katz, Okitsu & Associates analyzed mitigation measures that would restore operations commensurate with the future pre-Project period or better.

The level of service for future conditions with related project traffic and Project traffic at the study intersections is discussed in Section 5 of this report. Recommended mitigation measures and the analysis of the impact of those measures are discussed in Section 6.

Level of Service Methodology

For analysis of Level of Service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway level of service under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (v/c of 1.00) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, signal phasing, and approach lane configuration.

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the "operating capacity" of a roadway. LADOT defines LOS D as the lowest acceptable operating condition. Appendix A of this report provides information regarding traffic analysis methodology and LOS definitions for signalized roadway intersections.

All of the signalized study intersections are controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system. In accordance with LADOT procedures, a capacity increase value of 7% (0.07 v/c adjustment) was applied to the level of service calculations to reflect the benefits of ATSAC control at these intersections. In addition, intersection analyses also assume that LADOT's Adaptive Traffic Control System (ATCS) are implemented at all study intersections. LADOT estimates that the ATCS system provides an additional capacity increase of about 3% beyond the 7% increase related to the precursor ATSAC system. Thus, a total adjustment of 10% to the capacity of each study intersection was included in the analyses.

DRAFT

2. Existing Conditions (Year 2006)

This section documents the existing conditions in the study area. The discussion presented here is limited to specific roadways in the project's vicinity. Figures 4a and 4b depict the lane configurations and traffic control at the study intersections.

A. Existing Roadway System

Significant freeways and roadways within the study area are described below.

I-405 (San Diego Freeway) is a north-south freeway adjacent to the project site. The freeway can be accessed through several ramps near the project site. Primarily, freeway access from the project site would be from Wilshire Boulevard and Santa Monica Boulevard. The freeway provides four lanes in each direction with additional carpool lane on the southbound direction within the study area.

I-10 (Santa Monica Freeway) is an east-west freeway located in the southern portion of the study area. The freeway provides a regional access to the east of the project site. The freeway can either be accessed through the San Diego Freeway or through local streets that will lead to the Overland Avenue interchange. The freeway provides four lanes in each direction.

Wilshire Boulevard is a major east-west highway that provides eight travel lanes adjacent to the site, four lanes per directions, with a striped two-way left-turn median. On-street parking is generally prohibited east of Federal Avenue within the study area. Parking is allowed during off-peak hours west of Federal Avenue. Bus lanes are also designated along Wilshire Boulevard west of Federal Avenue which reduces the travel lanes from six to four lanes during morning and afternoon peak period.

Santa Monica Boulevard is classified as an east-west major highway. The roadway provides six travel lanes with raised median east of the San Diego Freeway. Currently, on-going construction is occurring along this roadway. On-street parking is prohibited east of the San Diego Freeway within the study area. Parking is generally provided west of Sawtelle Boulevard during off-peak periods.

Sunset Boulevard is a major east-west highway that provides four travel lanes north of the study area. The roadway is primarily divided by double yellow line. Left-turn lanes are provided at major intersections. Parking is prohibited along Sunset Boulevard within the study area.

Olympic Boulevard is an east-west roadway classified as a major highway. The roadway generally provides eight lanes within the study area. On-street parking is generally allowed during off-peak periods.

Pico Boulevard is an east-west secondary highway located in the southern portion of the study area. Four travel lanes are provided along the roadway with two-way left-turn median. Metered parking is provided during off-peak periods.

DRAFT

National Boulevard is a secondary roadway that runs in an east-west direction. The roadway provides four travel lanes with striped two-way left-turn median. On-street parking is generally permitted on both sides of the street.

Sepulveda Boulevard is a major highway that runs in a north-south direction. The project site has a direct access at Sepulveda Boulevard. The roadway provides four travel lanes with striped two-way left-turn median lane south of Wilshire Boulevard and double yellow line north of the project site. On-street parking is generally prohibited on both sides of the street within the study area.

Sawtelle Boulevard is designated as secondary highway and is striped as a four-lane roadway. On-street parking is generally permitted within the study area.

Veteran Avenue is a north-south secondary highway with a direct access from the project site. The roadway generally provides two travel lanes. On-street parking on both sides of the street is permitted.

Westwood Boulevard is a major highway that runs in a north-south direction located east of the project site. The roadway provides four to six travel lanes within the study area. Westwood Boulevard provides direct access to the Santa Monica Freeway locally.

Overland Avenue is a north-south secondary roadway and is striped as a two lane roadway north of Pico Boulevard. Four travel lanes are provided south of Pico Boulevard. Parking is generally permitted on both sides of the street.

B. Existing Transit Service

The Project study area is served by bus transit lines operated by The Los Angeles County Metropolitan Transportation Authority (MTA), Los Angeles Department of Transportation (LADOT) Commuter Express, Antelope Valley Transit Authority, Culver City Bus Lines, Santa Clarita Municipal Bus Lines, and Santa Monica Municipal Bus Lines (Big Blue Bus). Table 1 briefly summarizes the transit service provided within the study area. As shown, there are nine MTA bus lines serving the study area. A total of four bus lines are served by LADOT while twelve bus lines are being served by the Big Blue Bus.

Table 1 – List of Transit Lines within the Study Area

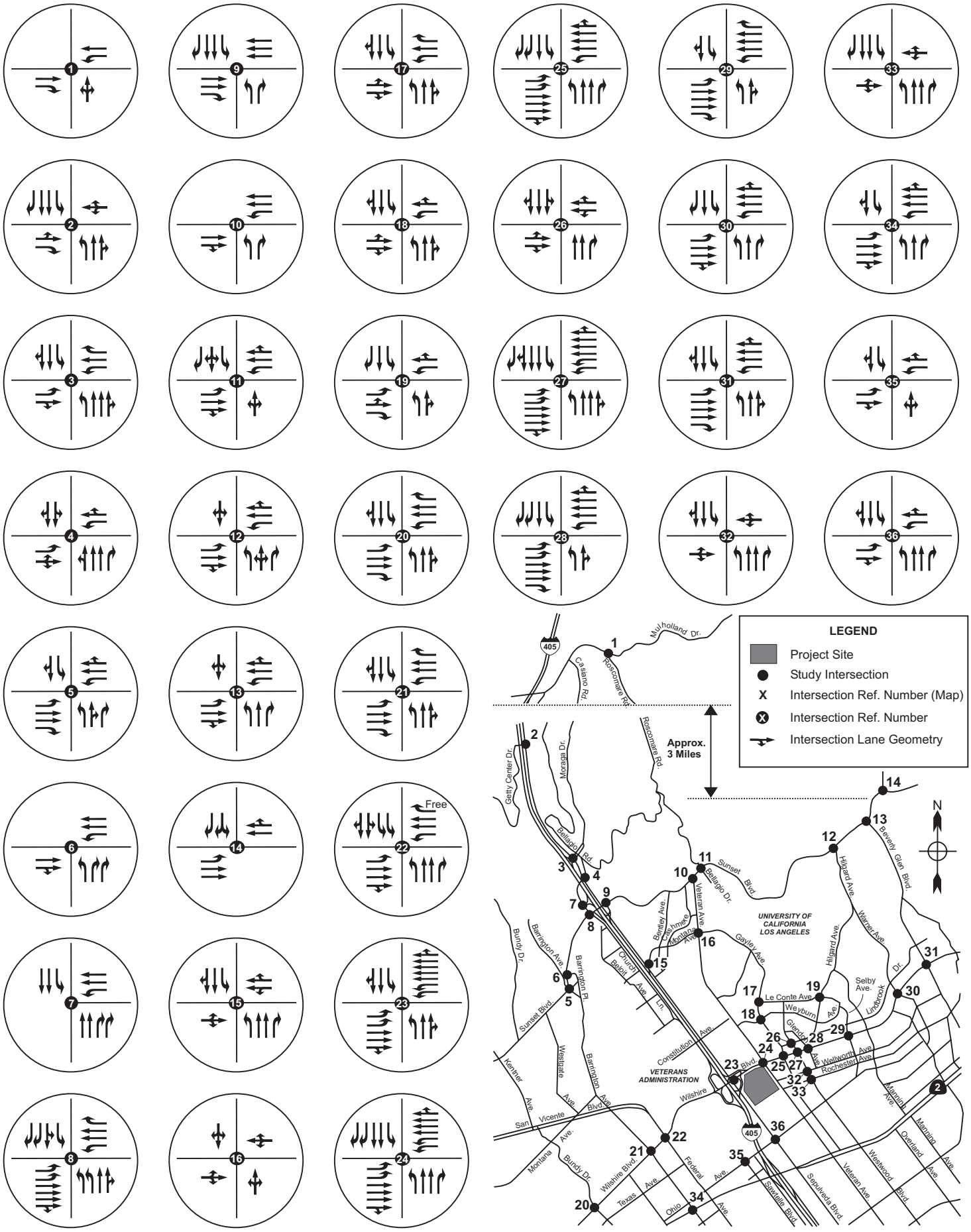
Agency	Line#	Description	Service Type
LACMTA	20/21 *	Downtown LA - Santa Monica via Wilshire Blvd.	Local to Downtown L.A.
LACMTA	720 *	Commerce – Santa Monica via Wilshire Blvd.	Rapid Bus – Limited Service
LACMTA	761 *	Pacoima - Van Nuys Blvd. - Wilshire Blvd. - UCLA	Rapid Bus – Limited Service
** Line provides direct service to existing West Los Angeles Federal Building complex or Wilshire Blvd. stops*			
LACMTA	2/302	Pacific Palisades – UCLA –	Local & Limited Stop

		Downtown L.A.	
LACMTA	4/304	Santa Monica– UCLA – Downtown L.A.	Local & Limited Stop
LACMTA	16/316	Century City – Downtown L.A.	Local & Limited Stop
LACMTA	28/328	Century City – Downtown L.A. via Olympic Blvd.	Local & Limited Stop
LACMTA	305	Willowbrook/Green Line - UCLA	Limited Stop
LACMTA	534	Malibu – Culver City via I-10	Non-Downtown L.A. Freeway Express
Antelope Valley	786	Lancaster/Palmdale – Westwood/Beverly Hills via I-405	Non-Downtown L.A. Freeway Express
Culver City Bus Lines	3	Century City - Westwood Blvd. – Howard Hughes Center	Local
Culver City Bus Lines	6	Westwood – Sepulveda Blvd. – LAX/Green Line	Local
LADOT Comm. Exp.	430	Pacific Palisades - VA Park & Ride – Downtown L.A. via I-405, I-10	Freeway Express
LADOT Comm. Exp.	431	VA Park & Ride – Overland Ave. – Downtown L.A. via I-10	Freeway Express
LADOT Comm. Exp.	573	Mission Hills - UCLA – Century City via I-405	Non-Downtown L.A. Freeway Express
LADOT Comm. Exp.	574	Sylmar – Howard Hughes Ctr./LAX via I-405 (no stops within study area)	Non-Downtown L.A. Freeway Express
Santa Clarita Muni. Bus Lines	792	Santa Clarita – Westwood/UCLA - Century City	Non-Downtown L.A. Freeway Express
Santa Clarita Muni. Bus Lines	797	Santa Clarita – Westwood/UCLA - Century City	Non-Downtown L.A. Freeway Express

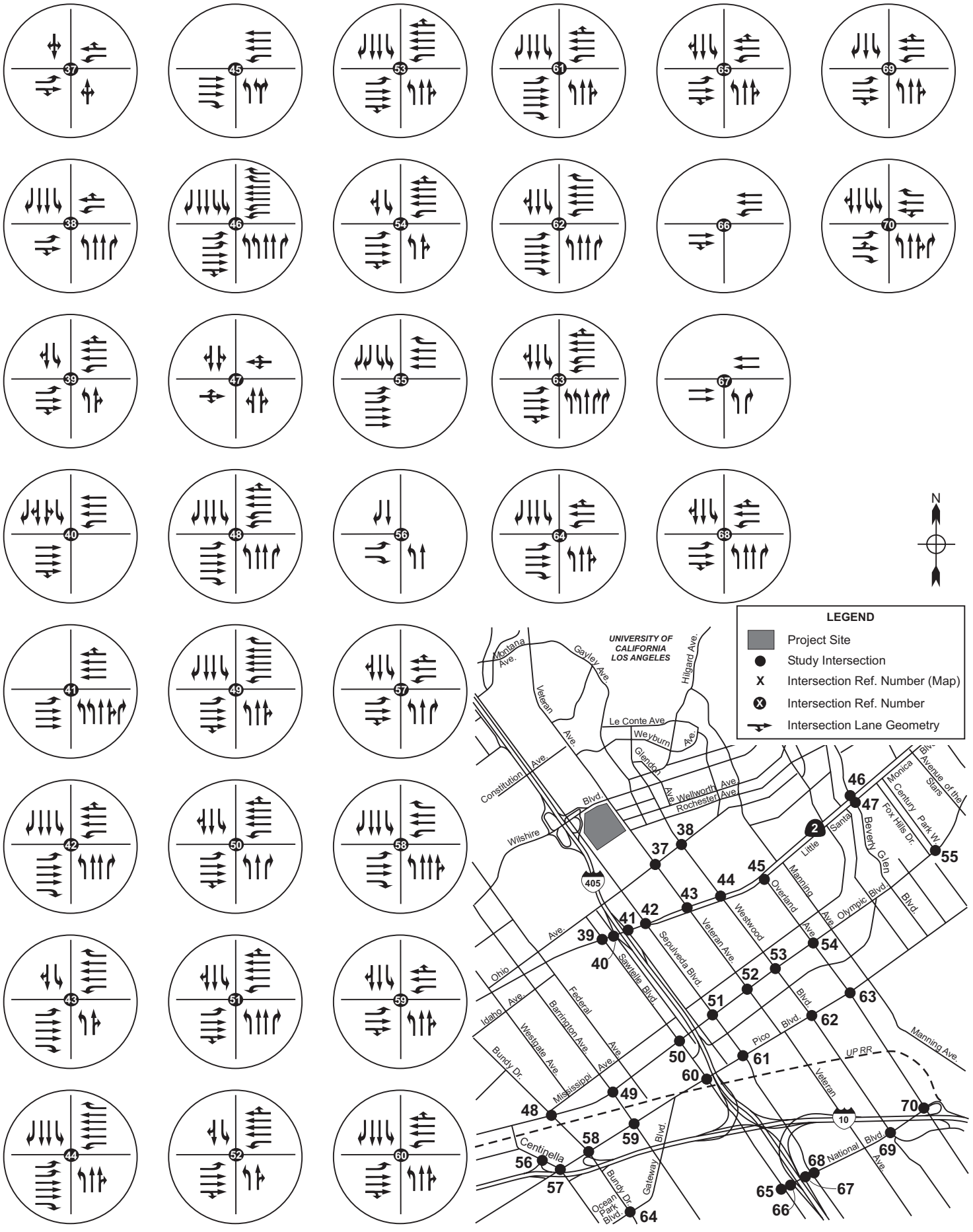
Santa Monica Muni. Bus Lines	1	Venice Beach to UCLA via Santa Monica Blvd.	Local
Santa Monica Muni. Bus Lines	2	Venice Beach to UCLA via Wilshire Blvd.	Local
Santa Monica Muni. Bus Lines	3	Green Line/LAX to UCLA via Montana Ave.	Local
Santa Monica Muni. Bus Lines	4	Downtown Santa Monica to Westside Pavilion via San Vicente	Local
Santa Monica Muni. Bus Lines	5	Pico/Rimpau Transit Center to Santa Monica via Olympic Blvd.	Local
Santa Monica Muni. Bus Lines	7	Pico/Rimpau Transit Center to Santa Monica via Pico Blvd.	Local
Santa Monica Muni.	8	Santa Monica - Westwood	Local

Bus Lines		Blvd./UCLA via Ocean Park Blvd.	
Santa Monica Muni. Bus Lines	10	Santa Monica – L.A. Union Station via Bundy/Santa Monica Blvd./I-10	Freeway Express
Santa Monica Muni. Bus Lines	12	Pico/Rimpau Transit Center to UCLA via Westwood Blvd.	Local
Santa Monica Muni. Bus Lines	13	Pico/Rimpau Transit Center to Westside Pavilion via Motor Ave.	Local
Santa Monica Muni. Bus Lines	14	Montana Ave. – Bundy Blvd./Centinela Ave. – Getty Ctr.	Local
Santa Monica Muni. Bus Lines	VA Commuter	VA Park & Ride to Pico/Rimpau Transit Center	Local
LACMTA = Los Angeles County Metropolitan Transportation Authority *CommExp = Commuter Express*			

DRAFT



Katz, Okitsu & Associates *Planning & Engineering*	Los Angeles FBI Federal Building	Figure 4a
	Intersection Geometry (Intersections 1-36)	



Katz, Okitsu & Associates *Planning & Engineering*	Los Angeles FBI Federal Building	Figure 4b
	Intersection Geometry (Intersections 37-70)	

D. Existing Intersection Levels of Service

Utilizing the traffic counts at the study area intersections and the adjustments made to reflect existing conditions, a volume-to-capacity ratio and corresponding level of service (LOS) was determined for all of the study area intersections for the AM and PM peak hour. Table 2 provides the volume/capacity ratios and LOS values for each study intersection, for existing (2006) conditions.

Table 2 – Summary of Intersection Performance
Existing (2006) Conditions

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.669	B	0.551	A
2. Sepulveda Bl & Getty Ctr Dr	0.941	E	0.965	E
3. Sepulveda Bl & Moraga Dr/I-405	0.986	E	0.725	C
4. Sepulveda Bl & Church Ln	0.927	E	0.975	E
5. Barrington Av & Sunset Bl	1.009	F	0.810	D
6. Barrington Pl & Sunset Bl	1.036	F	0.891	D
7. Church Ln & I-405 SB Ramps	0.790	C	0.755	C
8. Church Ln & Sunset Bl	0.888	D	0.851	D
9. I-405 NB Ramps & Sunset Bl	0.901	E	0.600	A
10. Veteran Av & Sunset Bl	1.141	F	1.069	F
11. Bellagio & Sunset Bl	0.910	E	1.143	F
12. Hilgard Av & Sunset Bl	0.921	E	0.983	E
13. Beverly Glen Bl (West) & Sunset Bl	1.336	F	1.446	F
14. Beverly Glen (East) & Sunset Bl	0.993	E	1.141	F
15. Sepulveda Bl & Montana Av	1.011	F	0.961	E
16. Veteran & Gayley	0.921	E	1.053	F
17. Gayley Av & Le Conte Av	0.663	B	0.645	B
18. Gayley Av & Weyburn Av	0.574	A	0.962	E
19. Hilgard Av & Le Conte Av	0.584	A	0.683	B
20. Bundy Dr & Wilshire Bl	0.907	E	0.931	E
21. Barrington Av & Wilshire Bl	0.846	D	0.870	D
22. San Vicente/Federal & Wilshire	1.082	F	1.104	F
23. Sepulveda Bl & Wilshire Bl	1.307	F	1.310	F
24. Veteran Av & Wilshire Bl	0.996	E	1.178	F
25. Gayley Av & Wilshire Bl	0.854	D	0.938	E
26. Westwood Bl & Lindbrook Dr	0.468	A	0.423	A
27. Westwood Bl & Wilshire Bl	0.918	E	0.746	C
28. Glendon Av & Wilshire Bl	0.864	D	0.910	E
29. Selby Av & Wilshire Bl	0.860	D	0.784	C
30. Warner Av & Wilshire Bl	0.790	C	0.660	B
31. Beverly Glen Bl & Wilshire Bl	0.906	E	0.870	D
32. Westwood Bl & Wellworth Av	0.547	A	0.902	E

Table 2 – Summary of Intersection Performance
Existing (2006) Conditions (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
33. Westwood Bl & Rochester Av	0.418	A	0.587	A
34. Barrington Av & Santa Monica Bl	0.746	C	0.877	D
35. Sawtelle Bl & Ohio Av	0.919	E	0.826	D
36. Sepulveda Bl & Ohio Av	0.863	D	0.961	E
37. Veteran Av & Ohio Av	0.821	D	0.871	D
38. Westwood Bl & Ohio Av	0.772	C	0.866	D
39. Sawtelle Bl & Santa Monica Bl	0.683	B	0.709	C
40. I-405 SB Ramps & Santa Monica	0.901	E	0.620	B
41. I-405 NB Ramps & Santa Monica	0.854	D	0.813	D
42. Sepulveda Bl & Santa Monica Bl	0.851	D	0.835	D
43. Veteran Av & Santa Monica Bl	0.559	A	0.655	B
44. Westwood Bl & Santa Monica Bl	0.808	D	0.847	D
45. Overland Av & Santa Monica Bl	0.418	A	0.462	A
46. Beverly Glen Bl & Santa Monica	0.563	A	0.639	B
47. Beverly Glen & Santa Monica South	0.825	D	0.976	E
48. Bundy Dr & Olympic Bl	1.243	F	1.262	F
49. Barrington Av & Olympic Bl	0.919	E	1.013	F
50. Sawtelle Bl & Olympic Bl	1.167	F	1.250	F
51. Sepulveda Bl & Olympic Bl	0.910	E	0.931	E
52. Veteran Av & Olympic Bl	0.562	A	0.802	D
53. Westwood Bl & OIympic Bl	1.099	F	1.167	F
54. Overland Av & Olympic Bl	1.021	F	1.019	F
55. Century Park West & Olympic Bl	0.775	C	1.241	F
56. Centinela Av & I-10 WB Ramps	0.890	D	1.037	F
57. Centinela Av & Pico Bl	0.876	D	0.954	E
58. Bundy Dr & Pico Bl	0.828	D	0.905	E
59. Barrington Av & Pico Bl	0.828	D	0.998	E
60. Sawtelle Bl & Pico Bl	0.797	C	1.043	F
61. Sepulveda Bl & Pico Bl	0.912	E	0.811	D
62. Westwood Bl & Pico Bl	0.808	D	0.786	C
63. Overland Av & Pico Bl	0.962	E	0.980	E
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.771	C	1.003	F
65. Sawtelle Bl & National Bl	0.937	E	0.994	E
66. I-405 SB On Ramp & National Bl	0.560	A	0.576	A
67. I-405 NB Off Ramp & National Bl	0.573	A	0.722	C
68. Sepulveda Bl & National Bl	1.098	F	1.065	F
69. Westwood Bl & National Bl	0.608	B	0.878	D
70. Overland Av & I-10 WB Ramps/National Bl	1.084	F	1.098	F

DRAFT

Table 2 indicates that 25 of the 70 study intersections operate at acceptable level of service (LOS D or better) under existing (2006) conditions during both peak hours. The following are the study intersections operating at acceptable level of service:

- Roscomare Road and Mulholland Drive
- Church Lane and I-405 SB Ramps
- Church Lane and Sunset Boulevard
- Gayley Avenue and Le Conte Avenue
- Hilgard Avenue and Le Conte Avenue
- Barrington Avenue and Wilshire Boulevard
- Westwood Boulevard and Lindbrook Drive
- Selby Avenue and Wilshire Boulevard
- Warner Avenue and Wilshire Boulevard
- Westwood Boulevard and Rochester Avenue
- Barrington Avenue and Santa Monica Boulevard
- Veteran Avenue and Ohio Avenue
- Westwood Boulevard and Ohio Avenue
- Sawtelle Boulevard and Santa Monica Boulevard
- I-405 NB Ramps and Santa Monica Boulevard
- Sepulveda Boulevard and Santa Monica Boulevard
- Veteran Avenue and Santa Monica Boulevard
- Westwood Boulevard and Santa Monica Boulevard
- Overland Avenue and Santa Monica Boulevard
- Beverly Glen Boulevard and Santa Monica Boulevard
- Veteran Avenue and Olympic Boulevard
- Westwood Boulevard and Pico Boulevard
- I-405 SB On-Ramp and National Boulevard
- I-405 NB Off-Ramp and National Boulevard
- Westwood Boulevard and National Boulevard

The following 45 study intersections are currently operating at poor levels of service (LOS E or worse) during at least one of the study periods:

- Sepulveda Boulevard and Getty Center Drive
- Sepulveda Boulevard and Moraga Drive/I-405 NB Ramps
- Sepulveda Boulevard and Church Lane
- Barrington Avenue and Sunset Boulevard
- Barrington Place and Sunset Boulevard
- I-405 NB Ramps and Sunset Boulevard
- Veteran Avenue and Sunset Boulevard
- Bellagio Avenue and Sunset Boulevard
- Hilgard Avenue and Sunset Boulevard
- Beverly Glen Boulevard (West) and Sunset Boulevard
- Beverly Glen Boulevard (East) and Sunset Boulevard
- Sepulveda Boulevard and Montana Avenue

DRAFT

- Veteran Avenue and Gayley Avenue
- Gayley Avenue and Weyburn Avenue
- Bundy Drive and Wilshire Boulevard
- San Vicente Avenue/Federal Avenue and Wilshire Boulevard
- Sepulveda Boulevard and Wilshire Boulevard
- Veteran Avenue and Wilshire Boulevard
- Gayley Avenue and Wilshire Boulevard
- Westwood Boulevard and Wilshire Boulevard
- Glendon Avenue and Wilshire Boulevard
- Beverly Glen Boulevard and Wilshire Boulevard
- Westwood Boulevard and Wellworth Avenue
- Sawtelle Boulevard and Ohio Avenue
- Sepulveda Boulevard and Ohio Avenue
- I-405 SB Ramps and Santa Monica Boulevard
- Beverly Glen Boulevard and Santa Monica Boulevard South
- Bundy Drive and Olympic Boulevard
- Barrington Avenue and Olympic Boulevard
- Sawtelle Boulevard and Olympic Boulevard
- Sepulveda Boulevard and Olympic Boulevard
- Westwood Boulevard and Olympic Boulevard
- Overland Avenue and Olympic Boulevard
- Century Park West and Olympic Boulevard
- Centinela Avenue and I-10 WB Ramps
- Centinela Avenue and Pico Boulevard
- Bundy Drive and Pico Boulevard
- Barrington Avenue and Pico Boulevard
- Sawtelle Boulevard and Pico Boulevard
- Sepulveda Boulevard and Pico Boulevard
- Overland Avenue and Pico Boulevard
- Bundy Drive and Ocean Park Boulevard/Gateway Boulevard
- Sawtelle Boulevard and National Boulevard
- Sepulveda Boulevard and National Boulevard
- Overland Avenue and I-10 WB Ramps/National Boulevard

The traffic analysis worksheets for existing conditions are provided in Appendix C of this report. The existing (year 2006) morning and afternoon peak-hour turn movement volumes at the study intersections are provided in Figures 5a-5b and 6a-6b, respectively.

DRAFT

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Roscomare Rd.
East/West: Mulholland Dr.

	651	
458	**1**	471
	127	95
	176	

North/South: I-405 NB Ramps
East/West: Sunset Bl.

	2063	
870	**9**	802
	456	350
	0	

North/South: Gayley Av.
East/West: La Conte Av.

	310	
14		160
41		106
145	**17**	85
11		221
	28	212
	900	

North/South: Gayley Av.
East/West: Wilshire Bl.

	116	
348		88
532		190
3295	**25**	2622
221		53
	59	65
	415	

North/South: Selby Av.
East/West: Wilshire Bl.

	38	
48		118
24		79
1961	**29**	3076
37		70
	90	99
	82	

North/South: Westwood Bl.
East/West: Rochester Av.

	485	
18		16
14		15
25	**33**	24
29		23
	30	28
	1193	

North/South: Sepulveda Bl.
East/West: Getty Center Dr.

	2458	
120		11
5		2
0	**2**	1
17		1
	227	9
	420	

North/South: Veteran Ave.
East/West: Sunset Bl.

	1909	
187	**10**	1254
	56	382
	359	

North/South: Gayley Av.
East/West: Weyburn Av.

	532	
120		33
291		58
217	**18**	96
57		46
	23	79
	859	

North/South: Westwood Bl.
East/West: Lindbrook Dr.

	405	
29		7
22		27
115	**26**	134
43		84
	0	284
	1183	

North/South: Warner Av.
East/West: Wilshire Bl.

	85	
119		90
95		85
2339	**30**	2700
22		16
	96	35
	69	

North/South: Barrington Av.
East/West: Santa Monica Bl.

	514	
49		104
44		66
1444	**34**	1449
63		75
	91	98
	564	

North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB

	2368	
1		103
91		28
79	**3**	90
11		79
	126	59
	530	

North/South: Bellagio Wy.
East/West: Sunset Bl.

	82	
260		461
298		28
1832	**11**	1319
109		63
	33	15
	4	

North/South: Hilgard Av.
East/West: La Conte Av.

	264	
383		5
319		31
53	**19**	158
28		20
	44	5
	515	

North/South: Westwood Bl.
East/West: Wilshire Bl.

	260	
208		72
525		201
2637	**27**	2628
134		179
	104	147
	812	

North/South: Beverly Glen Bl.
East/West: Wilshire Bl.

	583	
73		93
121		74
2022	**31**	2220
251		132
	157	100
	412	

North/South: Sawtelle Bl.
East/West: Ohio Av.

	83	
25		33
73		91
817	**35**	489
59		66
	72	148
	322	

North/South: Sepulveda Bl.
East/West: Ovada Pl.

	1711	
687		2
107		3
52	**4**	129
23		93
	25	92
	539	

North/South: Hilgard
East/West: Sunset Bl.

	101	
35		36
29		39
1022	**12**	1297
280		440
	191	126
	39	

North/South: Bundy Dr.
East/West: Wilshire Bl.

	787	
57		123
72		66
1090	**20**	1397
107		114
	180	106
	661	

North/South: Glendon Av.
East/West: Wilshire Bl.

	533	
208		139
296		200
2218	**28**	2138
286		67
	15	19
	141	

North/South: Westwood Bl.
East/West: Wellworth Av.

	407	
11		24
32		90
76	**32**	72
57		76
	66	246
	1216	

North/South: Sepulveda Bl.
East/West: Ohio Av.

	724	
84		30
182		51
754	**36**	526
88		90
	88	224
	695	

North/South: Barrington Av.
East/West: Sunset Bl.

	71	
7		196
0		136
1820	**5**	2032
181		254
	167	271
	35	

North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.

	98	
21		94
21		85
990	**13**	1867
196		696
	113	519
	86	

North/South: Barrington Av.
East/West: Wilshire Bl.

	365	
66		209
65		72
1553	**21**	1780
81		108
	133	113
	350	

North/South: Barrington Pl.
East/West: Sunset Pl.

1972	**6**	2073
103		272
	52	573

North/South: Beverly Glen Bl. E
East/West: Sunset Bl.

	964	155
554		46
1093	**14**	1649

North/South: San Vicente/Federal
East/West: Wilshire Bl.

	275	
38		1372
17		1058
1825	**22**	2001
74		104
	89	116
	206	

North/South: Church Ln.
East/West: I-405 SB Ramps

	580	
0		212
0		39
0	**7**	0
0		1456
	0	352
	197	

North/South: Sepulveda Bl.
East/West: Montana Av.

	982	
93		474
12		100
378	**15**	120
87		76
	105	558
	342	

North/South: Sepulveda Bl.
East/West: Wilshire Bl.

	632	
265		230
74		61
3343	**23**	3342
258		136
	253	351
	318	

North/South: Church Ln.
East/West: Sunset Bl.

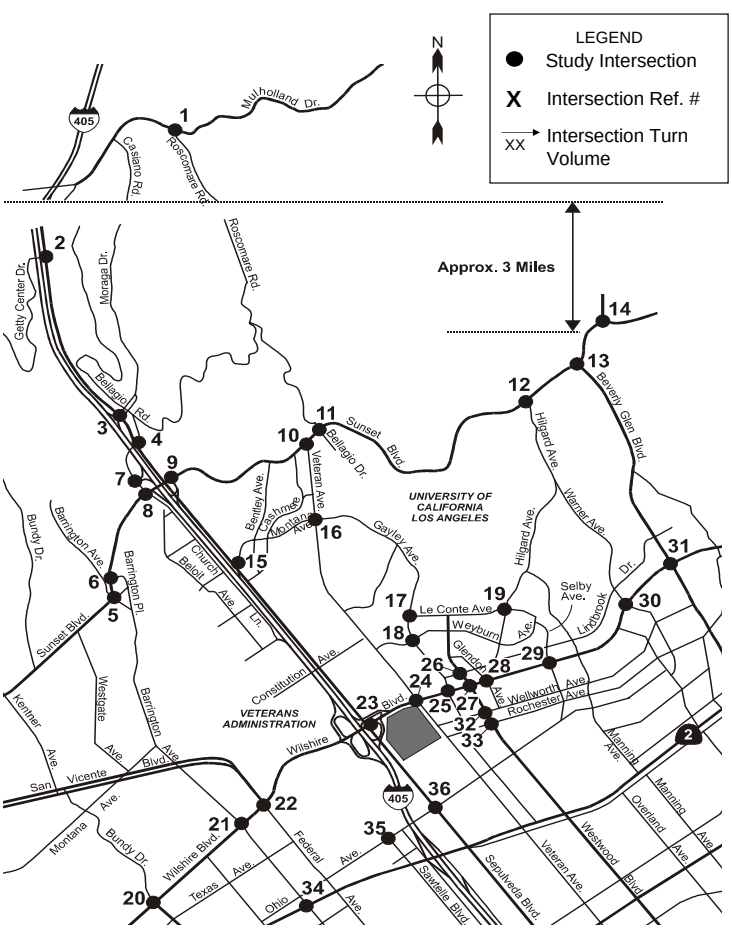
	193	
1164		573
195		340
2583	**8**	1033
62		7
	63	42
	2	

North/South: Veteran Ave.
East/West: Gayley Av.

	369	
47		202
106		38
696	**16**	134
31		31
	36	62
	232	

North/South: Veteran Ave.
East/West: Wilshire Bl.

	251	
462		117
519		46
3813	**24**	2443
235		86
	194	99
	497	



Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

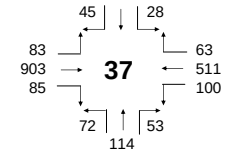
Los Angeles FBI Federal Building

Figure 5a

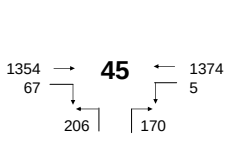
Existing (2006) AM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

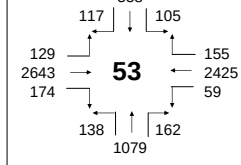
North/South: Veteran Av.
East/West: Ohio Av.



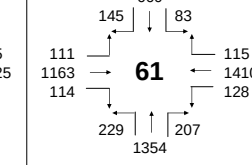
North/South: Overland Av.
East/West: Santa Monica Bl.



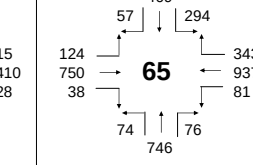
North/South: Westwood Bl.
East/West: Olympic Bl.



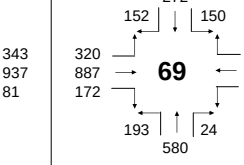
North/South: Sepulveda Bl.
East/West: Pico Bl.



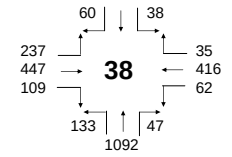
North/South: Sawtelle Bl.
East/West: National Bl.



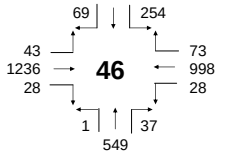
North/South: Westwood Bl.
East/West: National Bl.



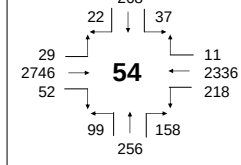
North/South: Westwood Bl.
East/West: Ohio Av.



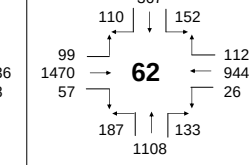
North/South: Beverly Glen Bl.
East/West: Santa Monica North



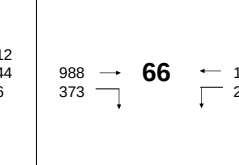
North/South: Overland Av.
East/West: Olympic Bl.



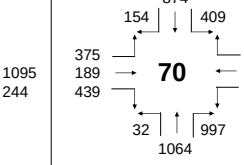
North/South: Westwood Bl.
East/West: Pico Bl.



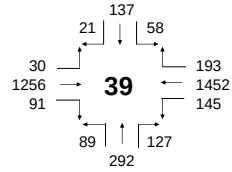
North/South: I-405 SB On Ramp
East/West: National Bl.



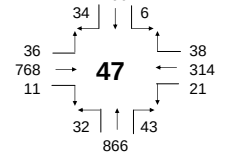
North/South: Overland Av.
East/West: I-10 WB Ramps



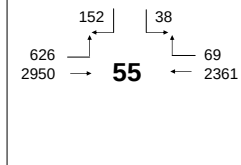
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



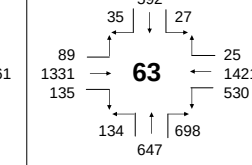
North/South: Beverly Glen Bl.
East/West: Santa Monica South



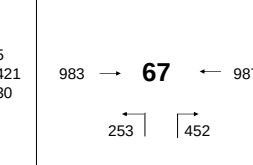
North/South: Century Park West
East/West: Olympic Bl.



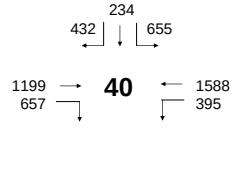
North/South: Overland Av.
East/West: Pico Bl.



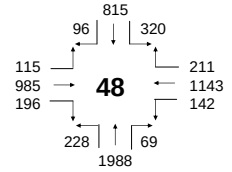
North/South: I-405 NB Off Ramp
East/West: National Bl.



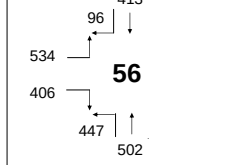
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



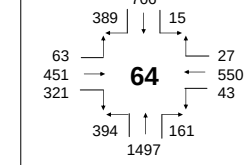
North/South: Bundy Dr.
East/West: Olympic Bl.



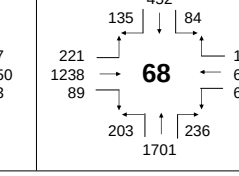
North/South: Centinela Av.
East/West: I-10 WB Ramps



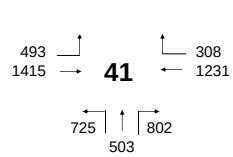
North/South: Bundy Dr.
East/West: Ocean Park Bl.



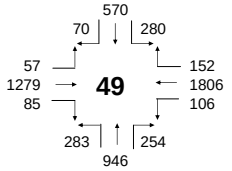
North/South: Sepulveda Bl.
East/West: National Bl.



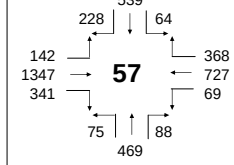
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



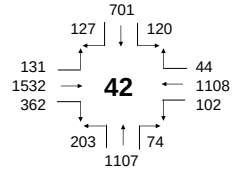
North/South: Barrington Av.
East/West: Olympic Bl.



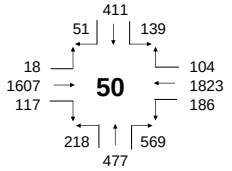
North/South: Centinela Av.
East/West: Pico Bl.



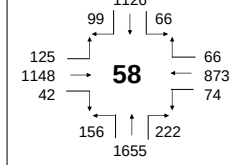
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



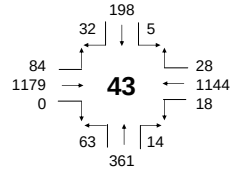
North/South: Sawtelle Bl.
East/West: Olympic Bl.



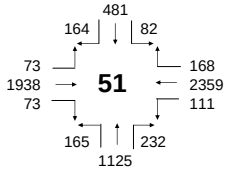
North/South: Bundy Dr.
East/West: Pico Bl.



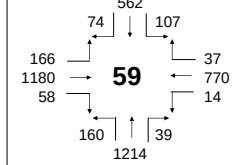
North/South: Veteran Av.
East/West: Santa Monica Bl.



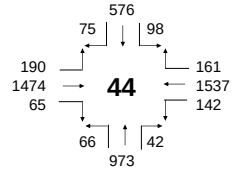
North/South: Sepulveda Bl.
East/West: Olympic Bl.



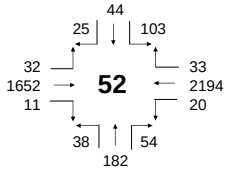
North/South: Barrington Av.
East/West: Pico Bl.



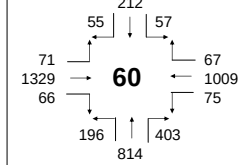
North/South: Westwood Bl.
East/West: Santa Monica Bl.

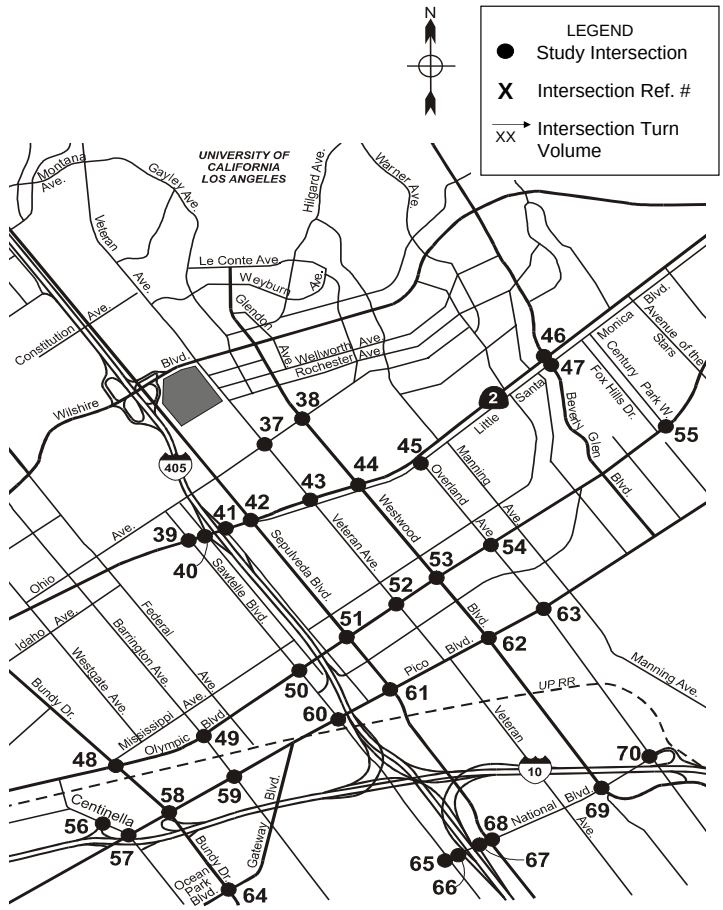


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 5b

Existing (2006) AM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Roscomare Rd.
East/West: Mulholland Dr.

	340	
91	**1**	435
	275	43
		155

North/South: I-405 NB Ramps
East/West: Sunset Bl.

	1082	
833	**9**	937
	149	0
		157

North/South: Gayley Av.
East/West: La Conte Av.

1176

	30	178
40		124
125	**17**	214
16		277
	43	250

610

North/South: Gayley Av.
East/West: Wilshire Bl.

368

	835	130
429		177
1976	**25**	2296
120		45
	105	108

327

North/South: Selby Av.
East/West: Wilshire Bl.

49

	16	144
30		71
2587	**29**	2360
67		59
	52	105

59

North/South: Westwood Bl.
East/West: Rochester Av.

1254

	26	19
28		9
167	**33**	248
28		35
	20	21

1013

North/South: Sepulveda Bl.
East/West: Getty Center Dr.

443

	23	0
169		10
4	**2**	1
261		9
	29	2

2483

North/South: Veteran Ave.
East/West: Sunset Bl.

	1374	
155	**10**	1730
	344	349
		562

North/South: Gayley Av.
East/West: Weyburn Av.

1219

	349	153
186		201
277	**18**	375
66		373
	41	170

730

North/South: Westwood Bl.
East/West: Lindbrook Dr.

893

	95	30
16		76
152	**26**	257
138		147
	3	244

884

North/South: Warner Av.
East/West: Wilshire Bl.

70

	46	74
83		47
2584	**30**	2281
40		35
	35	22

52

North/South: Barrington Av.
East/West: Santa Monica Bl.

644

	57	78
62		86
1574	**34**	1183
87		99
	93	126

527

North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB

665

	4	48
30		114
22	**3**	211
5		41
	448	66

2359

North/South: Bellagio Wy.
East/West: Sunset Bl.

14

	65	191
362		17
1245	**11**	1823
96		161
	161	38

102

North/South: Hilgard Av.
East/West: La Conte Av.

601

	397	29
358		35
178	**19**	73
110		22
	76	59

526

North/South: Westwood Bl.
East/West: Wilshire Bl.

711

	338	112
228		107
1823	**27**	2043
169		180
	194	219

675

North/South: Beverly Glen Bl.
East/West: Wilshire Bl.

671

	45	77
158		83
1946	**31**	2040
254		155
	140	176

713

North/South: Sawtelle Bl.
East/West: Ohio Av.

248

	123	106
42		56
733	**35**	653
64		108
	86	147

119

North/South: Sepulveda Bl.
East/West: Ovada Pl.

1070

	514	7
497		9
90	**4**	113
20		91
	15	232

2042

North/South: Hilgard
East/West: Sunset Bl.

141

	31	60
17		32
1273	**12**	1317
212		167
	320	559

71

North/South: Bundy Dr.
East/West: Wilshire Bl.

755

	93	143
104		103
1355	**20**	1383
145		106
	188	118

823

North/South: Glendon Av.
East/West: Wilshire Bl.

185

	370	206
216		192
2239	**28**	1838
65		251
	189	106

117

North/South: Westwood Bl.
East/West: Wellworth Av.

1207

	70	70
21		64
66	**32**	158
68		296
	55	85

1151

North/South: Sepulveda Bl.
East/West: Ohio Av.

1002

	132	43
149		49
704	**36**	655
117		132
	65	145

755

North/South: Barrington Av.
East/West: Sunset Bl.

79

	9	195
0		76
989	**5**	1597
100		294
	103	318

36

North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.

73

	32	90
24		89
1805	**13**	1297
108		351
	220	685

171

North/South: Barrington Av.
East/West: Wilshire Bl.

469

	115	206
109		144
1699	**21**	1701
80		118
	96	94

446

North/South: Barrington Pl.
East/West: Sunset Pl.

1386	**6**	2168
31		389
	33	544

North/South: Beverly Glen Bl. E
East/West: Sunset Bl.

	632	95
1114		111
1432	**14**	1047

North/South: San Vicente/Federal
East/West: Wilshire Bl.

332

	47	1326
39		1059
1735	**22**	1908
55		139
	85	191

324

North/South: Church Ln.
East/West: I-405 SB Ramps

280

	0	77
0		64
0	**7**	0
0		1416
	0	294

559

North/South: Sepulveda Bl.
East/West: Montana Av.

347

	34	49
13		582
86	**15**	407
41		103
	161	112

1725

North/South: Sepulveda Bl.
East/West: Wilshire Bl.

330

	101	104
125		319
3278	**23**	3872
248		404
	184	229

731

North/South: Church Ln.
East/West: Sunset Bl.

101

	970	411
355		470
1900	**8**	980
42		33
	125	68

24

North/South: Veteran Ave.
East/West: Gayley Av.

610

	290	19
90		31
359	**16**	526
35		90
	81	47

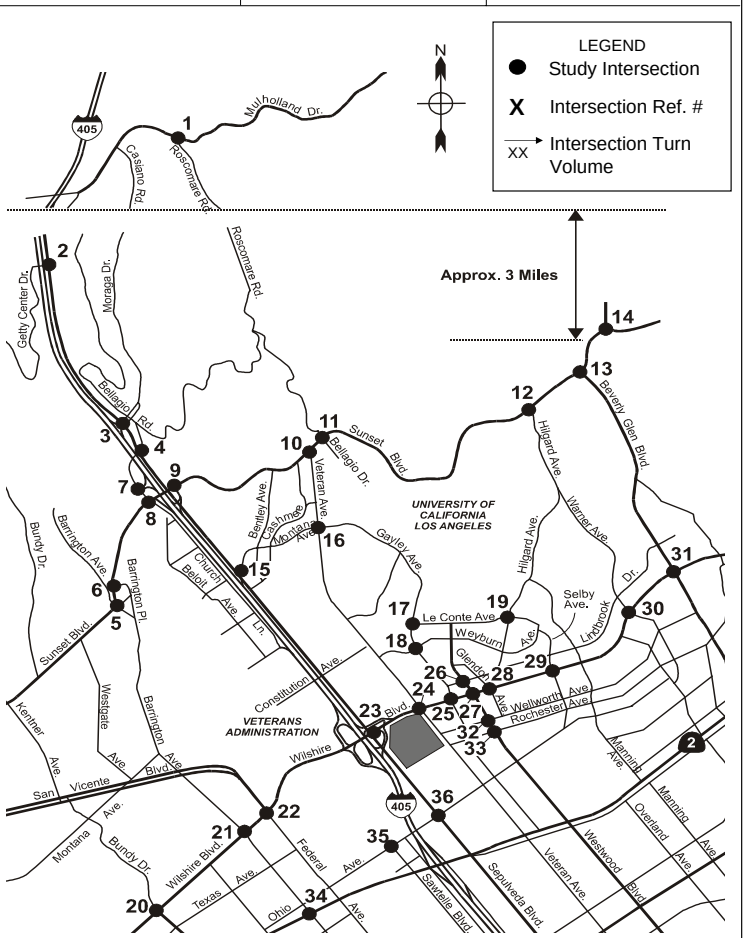
140

North/South: Veteran Ave.
East/West: Wilshire Bl.

424

	972	74
333		75
2301	**24**	3307
111		98
	220	197

813



Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 6a

Existing (2006) PM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Veteran Av.
East/West: Ohio Av.

	211	
	89 ↓ 69	
38 →	**37**	← 118
747 →		← 620
86 →		← 86
	149 ↑ 107	
	174	

North/South: Overland Av.
East/West: Santa Monica Bl.

1124 →	**45**	← 1271
89 →		← 206
	140 ↑ 133	

North/South: Westwood Bl.
East/West: Olympic Bl.

	1302	
	143 ↓ 148	
113 →	**53**	← 242
2286 →		← 3368
114 →		← 103
	91 ↑ 121	
	819	

North/South: Sepulveda Bl.
East/West: Pico Bl.

	1033	
	108 ↓ 114	
107 →	**61**	← 100
1012 →		← 1328
185 →		← 185
	187 ↑ 144	
	943	

North/South: Sawtelle Bl.
East/West: National Bl.

	1244	
	64 ↓ 458	
117 →	**65**	← 200
924 →		← 1245
97 →		← 89
	65 ↑ 83	
	443	

North/South: Westwood Bl.
East/West: National Bl.

	736	
	412 ↓ 168	
294 →	**69**	← 137
598 →		← 522
402 →		← 66
	89 ↑ 27	
	263	

North/South: Westwood Bl.
East/West: Ohio Av.

	1192	
	176 ↓ 57	
157 →	**38**	← 31
579 →		← 540
78 →		← 81
	96 ↑ 66	
	901	

North/South: Beverly Glen Bl.
East/West: Santa Monica North

	1076	
	64 ↓ 228	
48 →	**46**	← 249
894 →		← 1186
111 →		← 140
	13 ↑ 53	
	607	

North/South: Overland Av.
East/West: Olympic Bl.

	398	
	38 ↓ 79	
22 →	**54**	← 20
2125 →		← 2786
81 →		← 312
	113 ↑ 113	
	331	

North/South: Westwood Bl.
East/West: Pico Bl.

	967	
	128 ↓ 185	
95 →	**62**	← 111
1056 →		← 1215
196 →		← 72
	141 ↑ 113	
	540	

North/South: I-405 SB On Ramp
East/West: National Bl.

1048 →	**66**	← 1205
400 →		← 226

North/South: Overland Av.
East/West: I-10 WB Ramps

	1409	
	210 ↓ 378	
308 →	**70**	← 434
80 →		← 434
352 →		← 159
	64 ↑ 494	
	786	

North/South: Sawtelle Bl.
East/West: Santa Monica Bl.

	356	
	24 ↓ 64	
14 →	**39**	← 89
1291 →		← 1360
63 →		← 140
	78 ↑ 203	
	253	

North/South: Beverly Glen Bl.
East/West: Santa Monica South

	1307	
	91 ↓ 13	
82 →	**47**	← 197
732 →		← 735
54 →		← 90
	36 ↑ 61	
	708	

North/South: Century Park West
East/West: Olympic Bl.

	1127 ↓ 81	
240 →	**55**	← 61
2115 →		← 3578

North/South: Overland Av.
East/West: Pico Bl.

	894	
	43 ↓ 53	
49 →	**63**	← 46
928 →		← 1605
259 →		← 827
	182 ↑ 301	
	579	

North/South: I-405 NB Off Ramp
East/West: National Bl.

926 →	**67**	← 1602
	293 ↑ 390	

North/South: I-405 SB Ramps
East/West: Santa Monica Bl.

	186	
	145 ↓ 345	
1401 →	**40**	← 1312
342 →		← 346

North/South: Bundy Dr.
East/West: Olympic Bl.

	1140	
	97 ↓ 299	
204 →	**48**	← 265
1489 →		← 1206
319 →		← 290
	158 ↑ 63	
	1832	

North/South: Centinela Av.
East/West: I-10 WB Ramps

	764	
	104 ↓	
288 →	**56**	
320 →		
	541 ↑	
	326	

North/South: Bundy Dr.
East/West: Ocean Park Bl.

	1174	
	158 ↓ 27	
137 →	**64**	← 27
572 →		← 528
661 →		← 110
	215 ↑ 97	
	1073	

North/South: Sepulveda Bl.
East/West: National Bl.

	1236	
	200 ↓ 148	
129 →	**68**	← 98
970 →		← 1170
174 →		← 121
	130 ↑ 187	
	773	

North/South: I-405 NB Ramps
East/West: Santa Monica Bl.

	565	
466 →	**41**	← 410
1257 →		← 1160
	530 ↑ 573	

North/South: Barrington Av.
East/West: Olympic Bl.

	1183	
	59 ↓ 263	
95 →	**49**	← 142
1504 →		← 2037
403 →		← 177
	185 ↑ 117	
	713	

North/South: Centinela Av.
East/West: Pico Bl.

	821	
	170 ↓ 76	
89 →	**57**	← 391
1415 →		← 785
451 →		← 102
	43 ↑ 72	
	397	

North/South: Sepulveda Bl.
East/West: Santa Monica Bl.

	1125	
	132 ↓ 128	
202 →	**42**	← 82
1405 →		← 1039
239 →		← 89
	143 ↑ 67	
	894	

North/South: Sawtelle Bl.
East/West: Olympic Bl.

	547	
	39 ↓ 123	
42 →	**50**	← 173
1961 →		← 2330
155 →		← 359
	141 ↑ 384	
	437	

North/South: Bundy Dr.
East/West: Pico Bl.

	1417	
	61 ↓ 94	
91 →	**58**	← 54
1205 →		← 917
100 →		← 70
	112 ↑ 321	
	1387	

North/South: Veteran Av.
East/West: Santa Monica Bl.

	472	
	37 ↓ 8	
57 →	**43**	← 41
1058 →		← 1104
0 →		← 64
	57 ↑ 5	
	213	

North/South: Sepulveda Bl.
East/West: Olympic Bl.

	1069	
	95 ↓ 98	
106 →	**51**	← 150
1819 →		← 2568
113 →		← 148
	86 ↑ 181	
	1007	

North/South: Barrington Av.
East/West: Pico Bl.

	1420	
	95 ↓ 223	
160 →	**59**	← 53
1325 →		← 940
145 →		← 73
	81 ↑ 89	
	591	

North/South: Westwood Bl.
East/West: Santa Monica Bl.

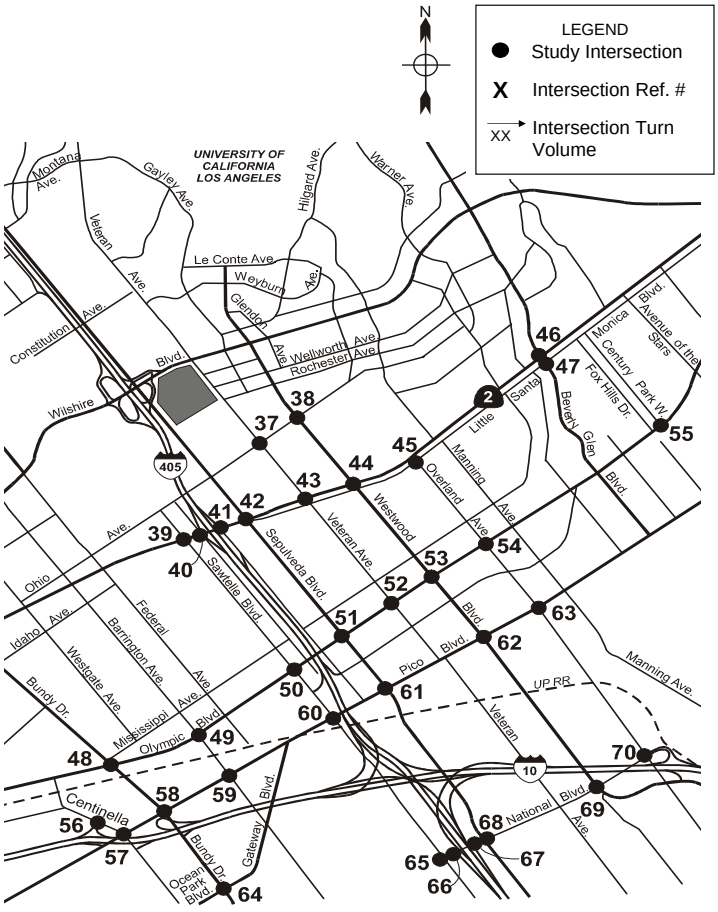
	1270	
	125 ↓ 104	
172 →	**44**	← 198
1433 →		← 1502
59 →		← 176
	52 ↑ 87	
	1004	

North/South: Veteran Av.
East/West: Olympic Bl.

	390	
	125 ↓ 144	
37 →	**52**	← 59
1466 →		← 2861
24 →		← 60
	41 ↑ 24	
	107	

North/South: Sawtelle Bl.
East/West: Pico Bl.

	1322	
	161 ↓ 169	
81 →	**60**	← 129
1549 →		← 1491
211 →		← 236
	94 ↑ 259	
	608	



Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 6b

Existing (2006) PM Peak Hour Turn Volumes

3. Future (2012 & 2017) with Ambient Growth and Related Projects Conditions

This section provides an analysis of future traffic conditions in the study area with ambient growth and related area projects added but without the proposed new FBI Headquarters building to be located adjacent to the 11000 Wilshire Boulevard building. The year 2012 was selected for analysis based on the anticipated completion date of Phase 1. Phase 2 is programmed to be completed by year 2017.

A. Ambient Growth (Year 2012)

For the analysis of Year 2012 traffic, a background annual traffic growth rate of 1% was utilized. This annual rate was discussed and verified with LADOT staff.

To apply this ambient growth rate to existing (Year 2006) volumes, a factor of 1.06 was utilized. This factor simulates a 1% annual increase over the six-year period between existing conditions and future (Year 2012) conditions.

The future (2012) ambient peak-hour turn movement volumes estimated in this scenario are provided in Figures 7a-7b and 8a-8b for morning and afternoon peak hours, respectively.

B. Related Projects (Year 2012)

An area of influence, defined by an approximate three-mile radius from the Project site, was utilized in order to capture specific locations of other approved and pending projects. Based on recent traffic studies within the study area and review of the most recent update to the LADOT-related project database, a list of area/related projects was compiled. These projects were considered to potentially contribute measurable traffic volumes to the study area during the future analysis period.

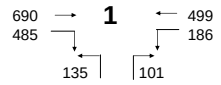
The related projects included in this study for future period analysis, and the trip generation of each, are described in Table 3. Seventy-two (72) related projects were included within this traffic analysis.

Related projects from the LADOT related project database provides total peak-hour trips, compiled from environmental documentation and/or other traffic studies. Trip generation estimates for the related projects were developed primarily using trip generation rates in ITE's *Trip Generation* (7th Edition). Table 3 indicates that the related projects are expected to generate 186,468 daily trips of which 11,277 and 13,337 trips would be during the morning and afternoon peak hours, respectively.

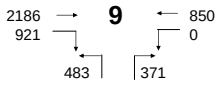
DRAFT

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

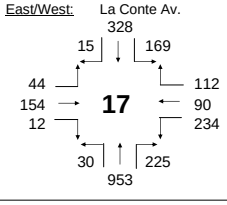
North/South: Roscomare Rd.
East/West: Mulholland Dr.



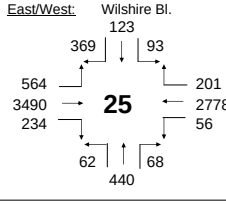
North/South: I-405 NB Ramps
East/West: Sunset Bl.



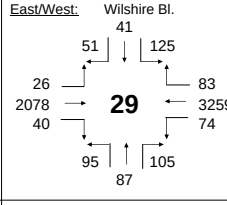
North/South: Gayley Av.
East/West: La Conte Av.



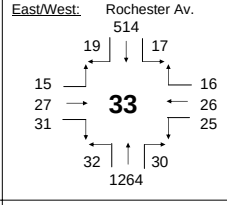
North/South: Gayley Av.
East/West: Wilshire Bl.



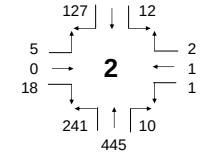
North/South: Selby Av.
East/West: Wilshire Bl.



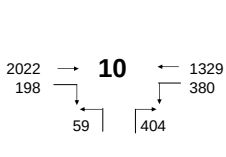
North/South: Westwood Bl.
East/West: Rochester Av.



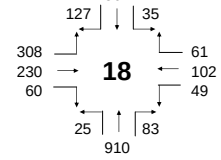
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



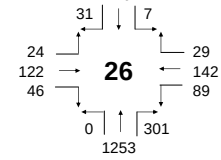
North/South: Veteran Ave.
East/West: Sunset Bl.



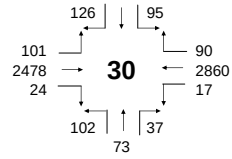
North/South: Gayley Av.
East/West: Weyburn Av.



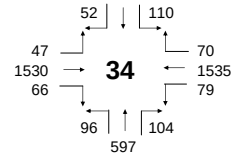
North/South: Westwood Bl.
East/West: Lindbrook Dr.



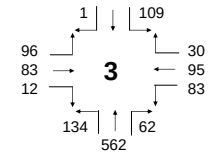
North/South: Warner Av.
East/West: Wilshire Bl.



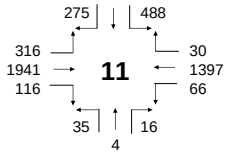
North/South: Barrington Av.
East/West: Santa Monica Bl.



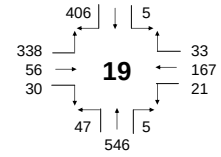
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



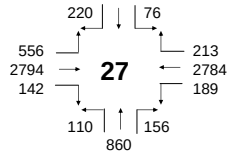
North/South: Bellagio Wy.
East/West: Sunset Bl.



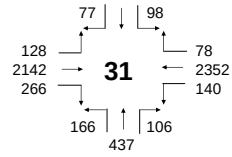
North/South: Hilgard Av.
East/West: La Conte Av.



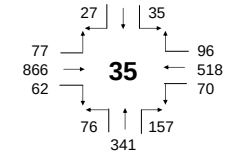
North/South: Westwood Bl.
East/West: Wilshire Bl.



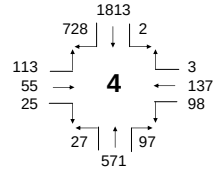
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



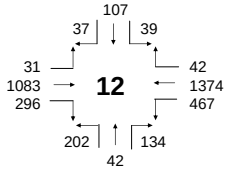
North/South: Sawtelle Bl.
East/West: Ohio Av.



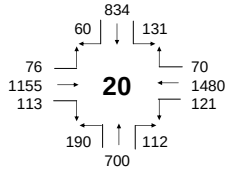
North/South: Sepulveda Bl.
East/West: Ovada Pl.



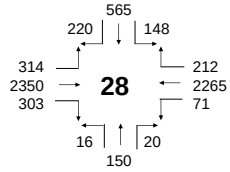
North/South: Hilgard
East/West: Sunset Bl.



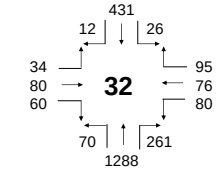
North/South: Bundy Dr.
East/West: Wilshire Bl.



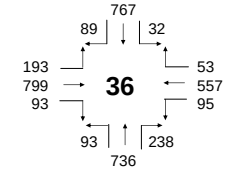
North/South: Glendon Av.
East/West: Wilshire Bl.



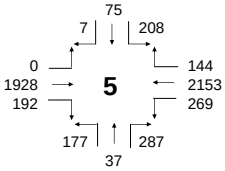
North/South: Westwood Bl.
East/West: Wellworth Av.



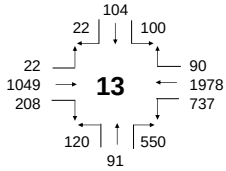
North/South: Sepulveda Bl.
East/West: Ohio Av.



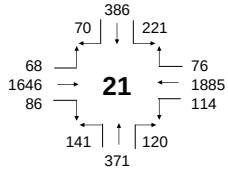
North/South: Barrington Av.
East/West: Sunset Bl.



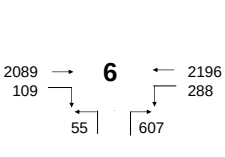
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



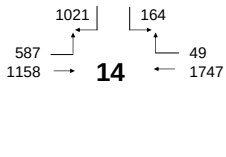
North/South: Barrington Av.
East/West: Wilshire Bl.



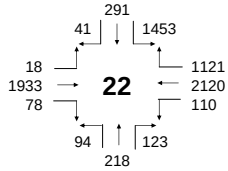
North/South: Barrington Pl.
East/West: Sunset Pl.



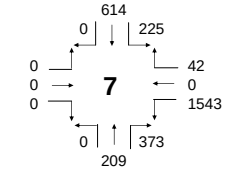
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



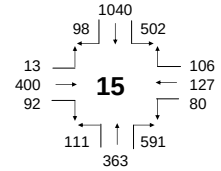
North/South: San Vicente/Federal
East/West: Wilshire Bl.



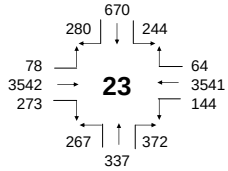
North/South: Church Ln.
East/West: I-405 SB Ramps



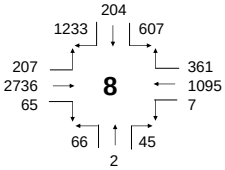
North/South: Sepulveda Bl.
East/West: Montana Av.



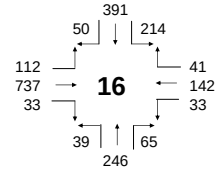
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



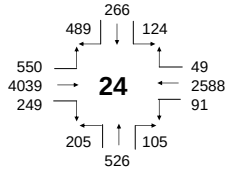
North/South: Church Ln.
East/West: Sunset Bl.

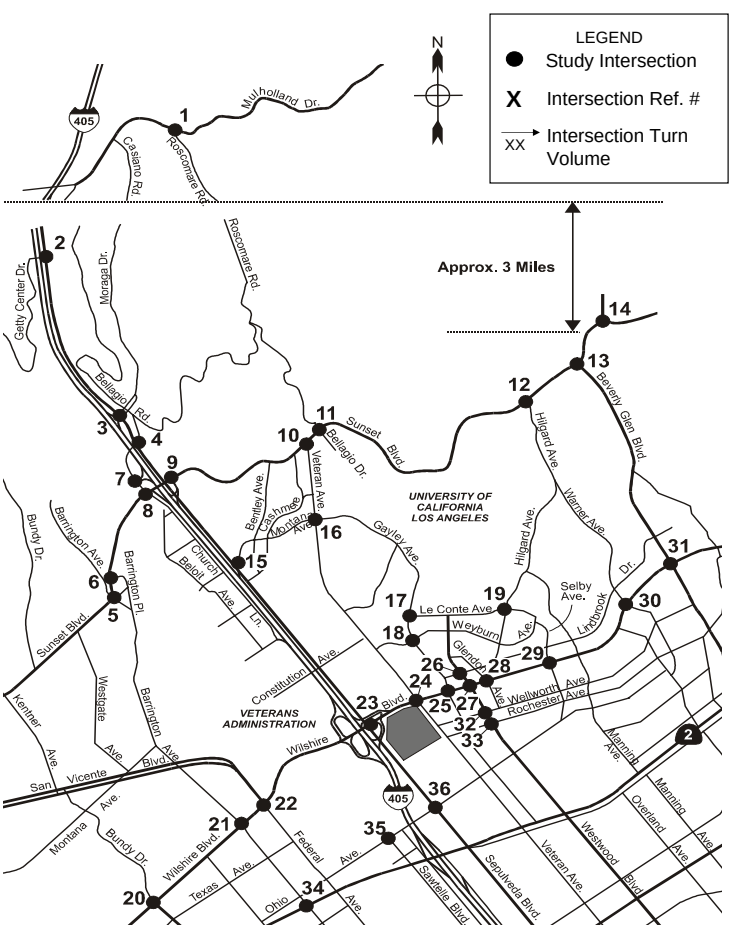


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

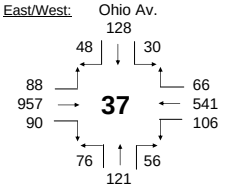
Los Angeles FBI Federal Building

Figure 7a

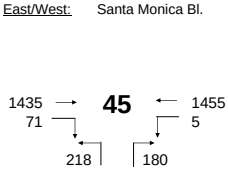
Future (2012) Ambient Growth AM Peak Hour Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

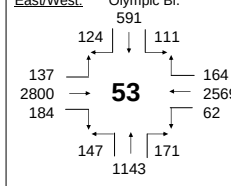
North/South: Veteran Av.
East/West: Ohio Av.



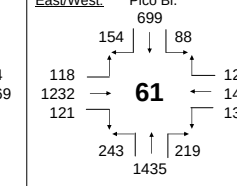
North/South: Overland Av.
East/West: Santa Monica Bl.



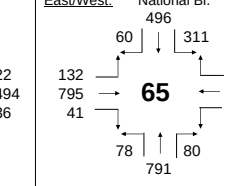
North/South: Westwood Bl.
East/West: Olympic Bl.



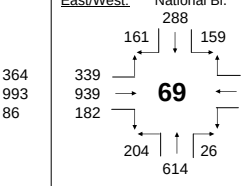
North/South: Sepulveda Bl.
East/West: Pico Bl.



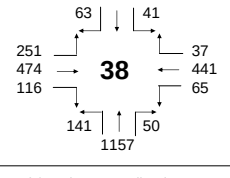
North/South: Sawtelle Bl.
East/West: National Bl.



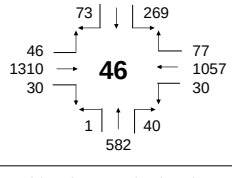
North/South: Westwood Bl.
East/West: National Bl.



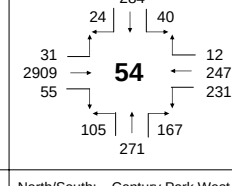
North/South: Westwood Bl.
East/West: Ohio Av.



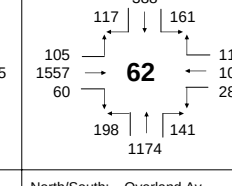
North/South: Beverly Glen Bl.
East/West: Santa Monica North



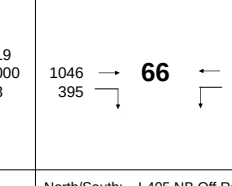
North/South: Overland Av.
East/West: Olympic Bl.



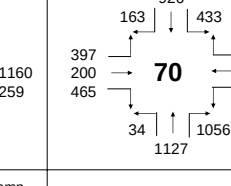
North/South: Westwood Bl.
East/West: Pico Bl.



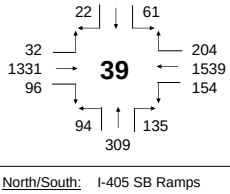
North/South: I-405 SB On Ramp
East/West: National Bl.



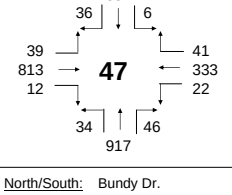
North/South: Overland Av.
East/West: I-10 WB Ramps



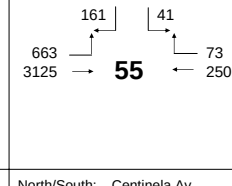
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



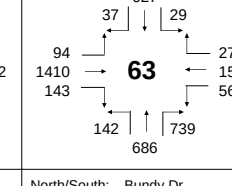
North/South: Beverly Glen Bl.
East/West: Santa Monica South



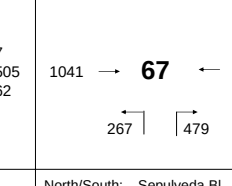
North/South: Century Park West
East/West: Olympic Bl.



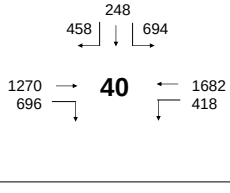
North/South: Overland Av.
East/West: Pico Bl.



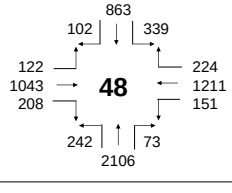
North/South: I-405 NB Off Ramp
East/West: National Bl.



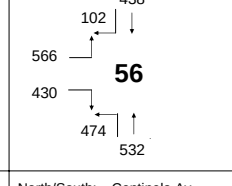
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



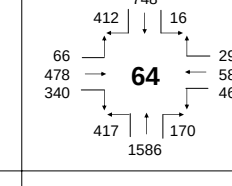
North/South: Bundy Dr.
East/West: Olympic Bl.



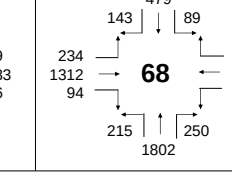
North/South: Centinela Av.
East/West: I-10 WB Ramps



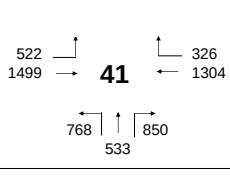
North/South: Bundy Dr.
East/West: Ocean Park Bl.



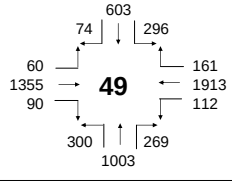
North/South: Sepulveda Bl.
East/West: National Bl.



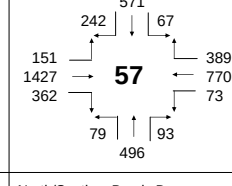
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



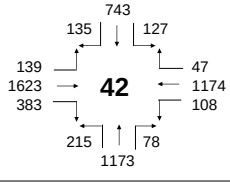
North/South: Barrington Av.
East/West: Olympic Bl.



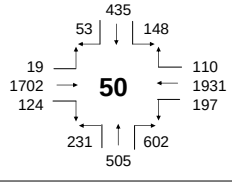
North/South: Centinela Av.
East/West: Pico Bl.



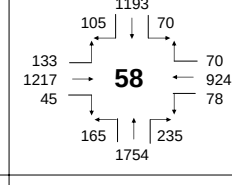
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



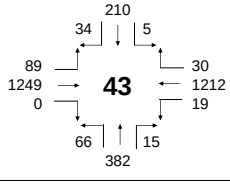
North/South: Sawtelle Bl.
East/West: Olympic Bl.



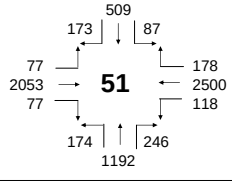
North/South: Bundy Dr.
East/West: Pico Bl.



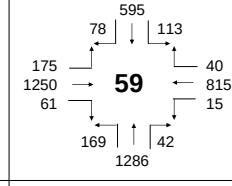
North/South: Veteran Av.
East/West: Santa Monica Bl.



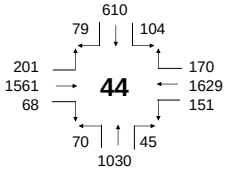
North/South: Sepulveda Bl.
East/West: Olympic Bl.



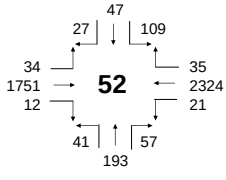
North/South: Barrington Av.
East/West: Pico Bl.



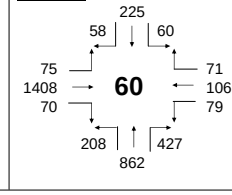
North/South: Westwood Bl.
East/West: Santa Monica Bl.

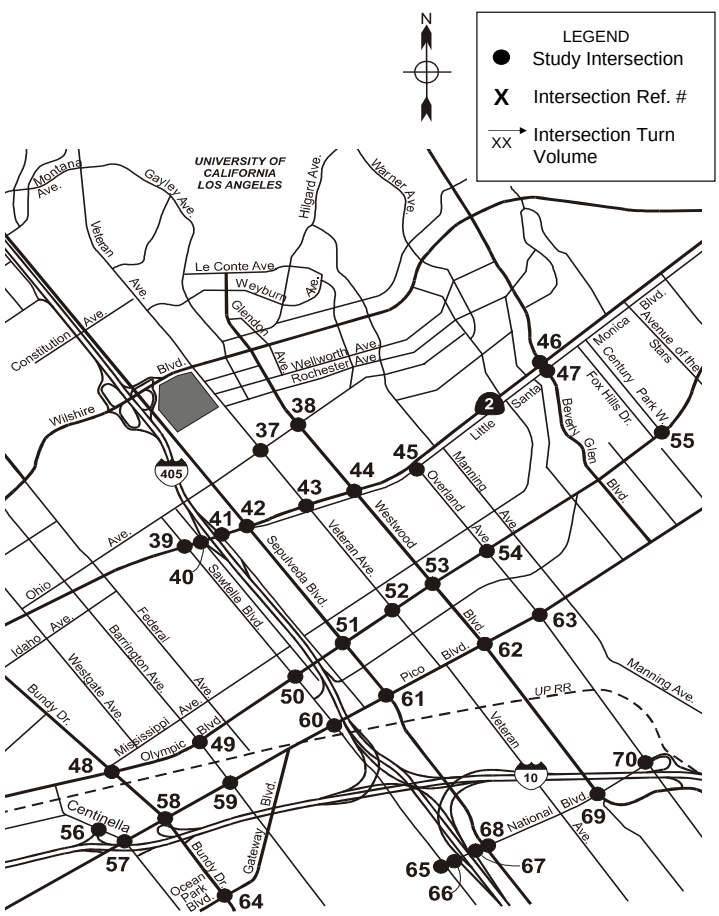


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 7b

Future (2012) Ambient Growth AM Peak Hour Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Roscomare Rd.
East/West: Mulholland Dr.

	291	
361	**1**	461
96	164	46

North/South: I-405 NB Ramps
East/West: Sunset Bl.

	158	
1146	**9**	993
883	166	0

North/South: Gayley Av.
East/West: La Conte Av.

	1245	
	32 188	
43		132
133	**17**	227
17		293
	46 265	
	646	

North/South: Gayley Av.
East/West: Wilshire Bl.

	389	
	885 138	
455		187
2093	**25**	2432
127		48
	111 114	
	347	

North/South: Selby Av.
East/West: Wilshire Bl.

	52	
	17 153	
32		75
2740	**29**	2501
71		62
	55 111	
	62	

North/South: Westwood Bl.
East/West: Rochester Av.

	1329	
	28 20	
30		10
177	**33**	263
30		37
	21 22	
	1073	

North/South: Sepulveda Bl.
East/West: Getty Center Dr.

	470	
	25 0	
179		11
4	**2**	1
276		10
	31 2	
	2630	

North/South: Veteran Ave.
East/West: Sunset Bl.

	1455	
164	**10**	1833
	365 595	370

North/South: Gayley Av.
East/West: Weyburn Av.

	1291	
	370 162	
197		213
293	**18**	397
70		395
	44 180	
	774	

North/South: Westwood Bl.
East/West: Lindbrook Dr.

	946	
	101 32	
17		80
161	**26**	272
147		156
	3 259	
	936	

North/South: Warner Av.
East/West: Wilshire Bl.

	74	
	49 78	
88		50
2737	**30**	2416
43		37
	37 24	
	55	

North/South: Barrington Av.
East/West: Santa Monica Bl.

	683	
	60 82	
65		91
1667	**34**	1253
92		105
	98 134	
	559	

North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB

	704	
	4 51	
32		121
24	**3**	224
5		44
	475 70	
	2500	

North/South: Bellagio Wy.
East/West: Sunset Bl.

	15	
	68 202	
383		18
1319	**11**	1931
102		170
	170 41	
	108	

North/South: Hilgard Av.
East/West: La Conte Av.

	637	
	421 31	
379		37
188	**19**	77
117		24
	80 62	
	557	

North/South: Westwood Bl.
East/West: Wilshire Bl.

	753	
	358 119	
242		113
1931	**27**	2165
179		190
	205 232	
	715	

North/South: Beverly Glen Bl.
East/West: Wilshire Bl.

	710	
	48 81	
167		88
2062	**31**	2161
269		164
	149 186	
	755	

North/South: Sawtelle Bl.
East/West: Ohio Av.

	263	
	131 112	
45		59
777	**35**	692
67		114
	91 156	
	126	

North/South: Sepulveda Bl.
East/West: Ovada Pl.

	1133	
	545 7	
526		10
95	**4**	120
21		96
	16 246	
	2164	

North/South: Hilgard
East/West: Sunset Bl.

	150	
	33 63	
18		34
1348	**12**	1395
225		177
	339 592	
	75	

North/South: Bundy Dr.
East/West: Wilshire Bl.

	800	
	98 152	
110		109
1436	**20**	1465
154		112
	199 125	
	872	

North/South: Glendon Av.
East/West: Wilshire Bl.

	196	
	392 218	
229		203
2372	**28**	1947
68		266
	200 112	
	124	

North/South: Westwood Bl.
East/West: Wellworth Av.

	1279	
	74 74	
22		67
70	**32**	167
72		314
	58 90	
	1220	

North/South: Sepulveda Bl.
East/West: Ohio Av.

	1061	
	140 46	
158		52
746	**36**	694
124		140
	68 154	
	800	

North/South: Barrington Av.
East/West: Sunset Bl.

	83	
	10 207	
0		80
1048	**5**	1692
106		311
	109 337	
	39	

North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.

	77	
	34 95	
26		94
1912	**13**	1374
114		372
	233 725	
	181	

North/South: Barrington Av.
East/West: Wilshire Bl.

	496	
	122 218	
116		153
1800	**21**	1802
85		125
	102 100	
	473	

North/South: Barrington Pl.
East/West: Sunset Pl.

1468	**6**	2297
33		412
	35 577	

North/South: Beverly Glen Bl. E
East/West: Sunset Bl.

	670 101	
1180		118
1517	**14**	1110

North/South: San Vicente/Federal
East/West: Wilshire Bl.

	352	
	50 1405	
42		1122
1838	**22**	2021
58		148
	90 202	
	343	

North/South: Church Ln.
East/West: I-405 SB Ramps

	296	
	0 81	
0		67
0	**7**	0
0		1500
	0 311	
	592	

North/South: Sepulveda Bl.
East/West: Montana Av.

	368	
	36 52	
14		616
91	**15**	431
44		109
	170 119	
	1828	

North/South: Sepulveda Bl.
East/West: Wilshire Bl.

	350	
	107 110	
133		338
3473	**23**	4102
263		428
	195 243	
	775	

North/South: Church Ln.
East/West: Sunset Bl.

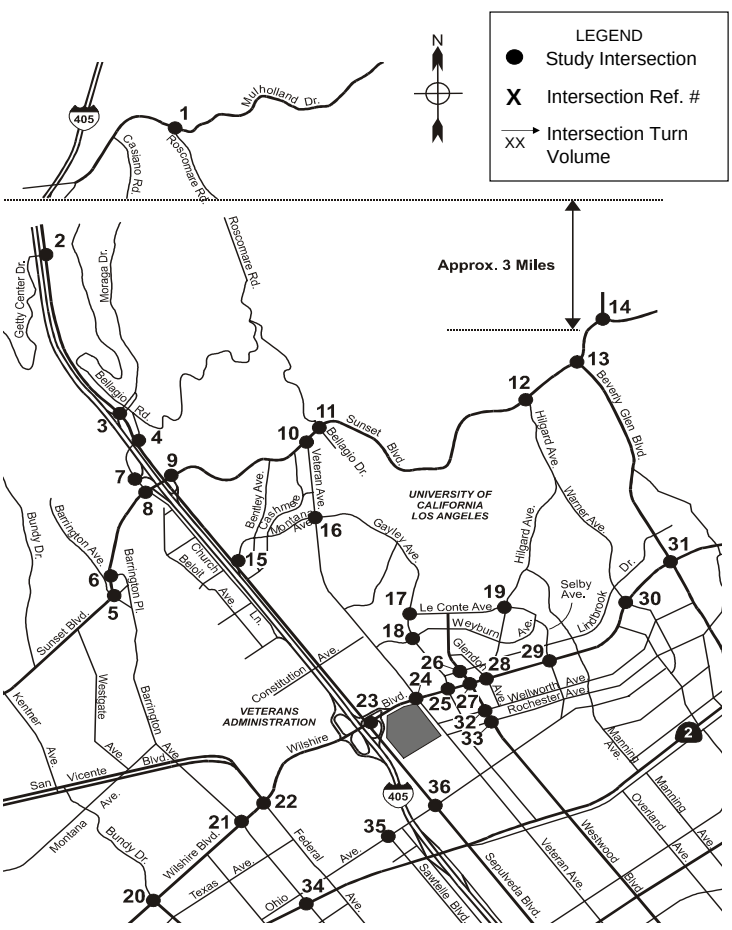
	107	
	1027 435	
376		498
2013	**8**	1038
45		35
	133 72	
	26	

North/South: Veteran Ave.
East/West: Gayley Av.

	646	
	307 20	
95		33
380	**16**	557
37		95
	86 50	
	149	

North/South: Veteran Ave.
East/West: Wilshire Bl.

	449	
	1029 78	
353		79
2437	**24**	3503
118		104
	233 209	
	861	

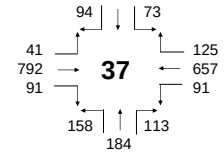


Intersections 1 - 36

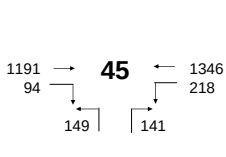
Katz, Okitsu & Associates *Planning & Engineering*	**Los Angeles FBI Federal Building**	Figure 8a
	Future (2012) Ambient Growth PM Peak Hour Volumes	

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

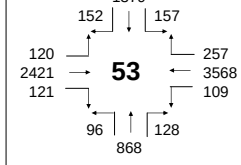
North/South: Veteran Av.
East/West: Ohio Av.



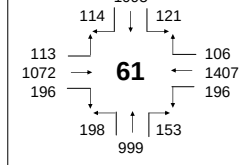
North/South: Overland Av.
East/West: Santa Monica Bl.



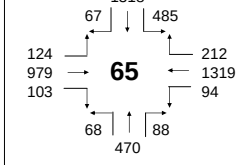
North/South: Westwood Bl.
East/West: Olympic Bl.



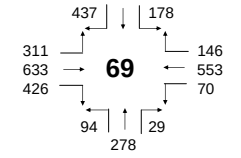
North/South: Sepulveda Bl.
East/West: Pico Bl.



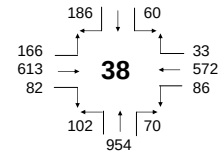
North/South: Sawtelle Bl.
East/West: National Bl.



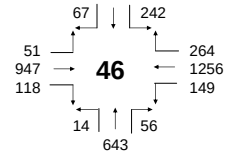
North/South: Westwood Bl.
East/West: National Bl.



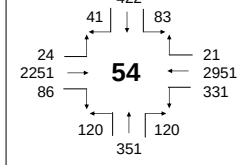
North/South: Westwood Bl.
East/West: Ohio Av.



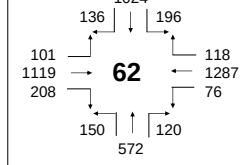
North/South: Beverly Glen Bl.
East/West: Santa Monica North



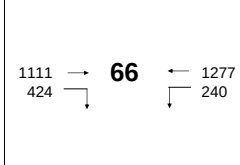
North/South: Overland Av.
East/West: Olympic Bl.



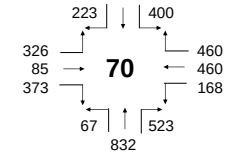
North/South: Westwood Bl.
East/West: Pico Bl.



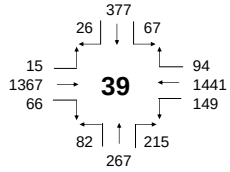
North/South: I-405 SB On Ramp
East/West: National Bl.



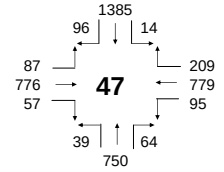
North/South: Overland Av.
East/West: I-10 WB Ramps



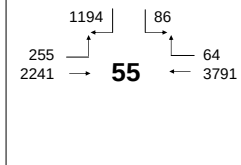
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



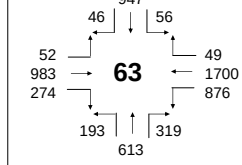
North/South: Beverly Glen Bl.
East/West: Santa Monica South



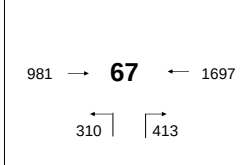
North/South: Century Park West
East/West: Olympic Bl.



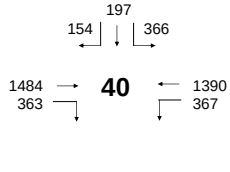
North/South: Overland Av.
East/West: Pico Bl.



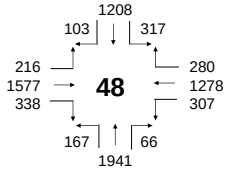
North/South: I-405 NB Off Ramp
East/West: National Bl.



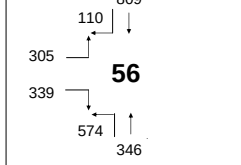
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



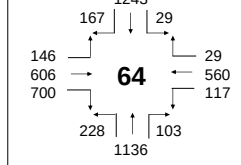
North/South: Bundy Dr.
East/West: Olympic Bl.



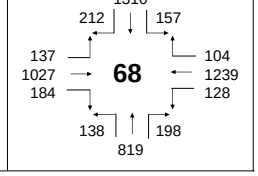
North/South: Centinela Av.
East/West: I-10 WB Ramps



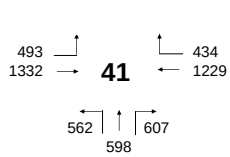
North/South: Bundy Dr.
East/West: Ocean Park Bl.



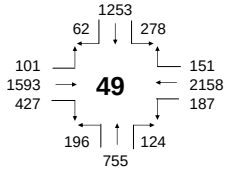
North/South: Sepulveda Bl.
East/West: National Bl.



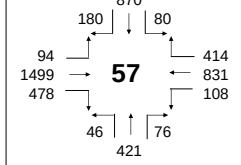
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



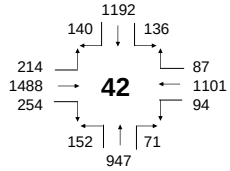
North/South: Barrington Av.
East/West: Olympic Bl.



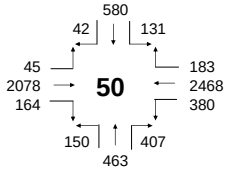
North/South: Centinela Av.
East/West: Pico Bl.



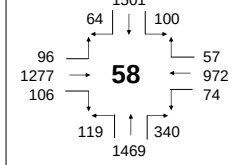
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



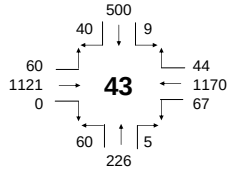
North/South: Sawtelle Bl.
East/West: Olympic Bl.



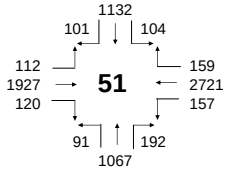
North/South: Bundy Dr.
East/West: Pico Bl.



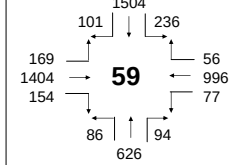
North/South: Veteran Av.
East/West: Santa Monica Bl.



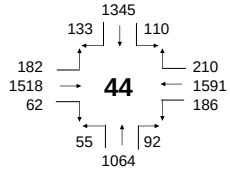
North/South: Sepulveda Bl.
East/West: Olympic Bl.



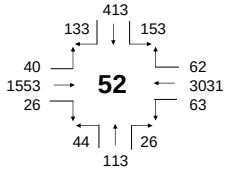
North/South: Barrington Av.
East/West: Pico Bl.



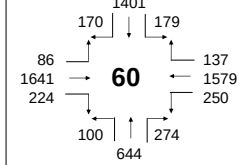
North/South: Westwood Bl.
East/West: Santa Monica Bl.

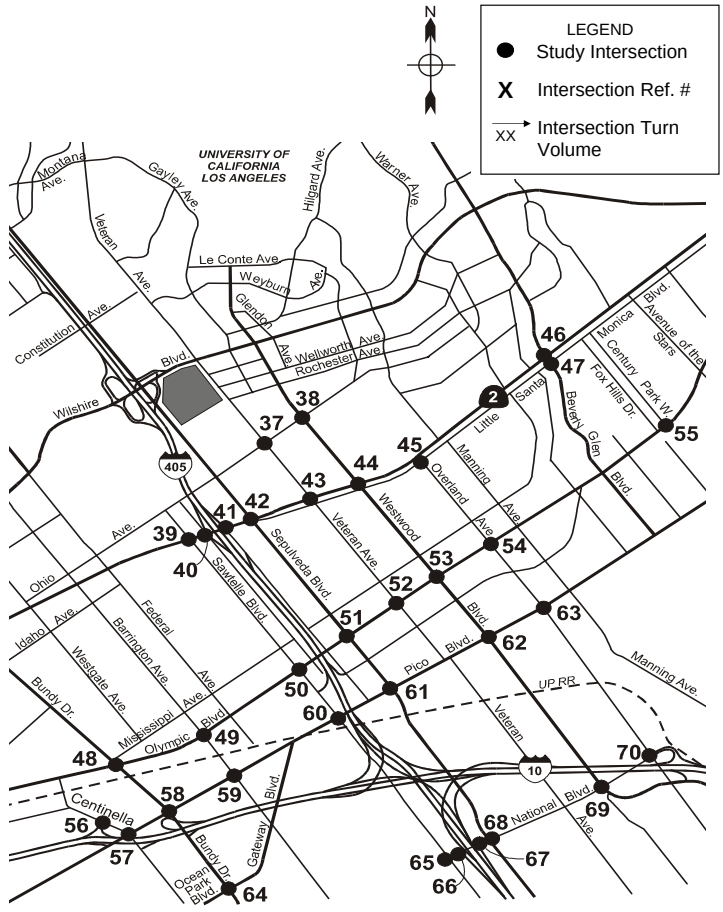


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 8b

Future (2012) Ambient Growth PM Peak Hour Volumes

Table 3 – Related Project Trip Generation Estimates

Map #	Project Name	Location	Land Use	Intensity	Units	Daily Trips	Weekday AM Total	Weekday AM IN	Weekday AM OUT	Weekday PM Total	Weekday PM IN	Weekday PM OUT
1	Leo Baeck Temple	1300 Sepulveda		168	students	N/A	-55	-37	-18	88	33	55
2	Nursery School	15500 Stephen Wise Dr		240	students	1,075	192	102	90	197	92	104
3	University Expansion	UCLA Westwood Campus										
	- Southwest Campus Housing			2000	Beds	2,496	234	20	214	312	194	118
	- Northwest Campus Phase II Developments			296.7	ksf	428	21	21	0	47	7	40
	- Intramural Field Parking Structure			1500	SP	5,630	442	389	53	463	139	324
	- Physics and Astronomy Building			101.9	ksf	18	2	2	0	2	0	2
	- Luck Research Ctr., Thermal Energy Storage			95	ksf	137	10	10	0	12	2	10
	- California NanoSystems Institute			166	ksf	98	11	11	0	13	0	13
	- Academic Health Center Seismic Replacement			1710	ksf	nom.	nom.	nom.	nom.	nom.	nom.	nom.
	- Remaining 2002 LRDP Growth					544	-	-	-	-	-	-
4	Retail	900 South Broxton		125.75	ksf	7,882	180	110	70	728	350	379
5	Retail	SEC Broxton Av./Le Conte Av.		15	ksf	4,598	195	149	45	467	195	271
	High Turnover Restaurant			2.993	ksf							
	Medical Office			74	ksf							
	Theater (34.000 KSF)			1135	Seats							
6	Theater Expansion (12.900 KSF)	10886 Le Conte Av		106	Seats	191	1	1	0	16	8	8
7	Regent Westwood Mixed use	1015 Broxton Ave.		1668	Seats	5,500	187	140	47	372	238	134
8	Mixed-use development	1000 Glendon Ave.		na		12,000	1000	500	500	1080	540	540
9	Palazzo Shopping Center	1001 Tiverton Avenue		115	ksf	3,374	164	73	91	441	228	213
	Apartments			350	d.u.							
10	Whole Foods Supermarket	1050 Gayley Av		19	ksf	5,811	238	119	119	503	266	237
11	Office	1100 Westwood Bl		34.641	ksf	588	80	70	10	110	20	90
12	Apartments	10852 Lindbrook Avenue		19	d.u.	128	10	2	8	9	6	3
	Specialty Retail			6.1	ksf	270	7	4	3	31	13	18
	Less - Existing Specialty Retail			-16.1	ksf	-714	-19	-11	-8	-81	-35	-46
13	Retail	10844 Lindbrook Dr.		17.377	ksf	2,177	55	33	21	197	95	103
	Hotel			42	Room	375	28	16	12	29	14	15
14	Bank	10900 Wilshire		3.652	ksf	571	15	N/A	N/A	121	N/A	N/A
15	Condominiums	10804 Wilshire Boulevard		93	d.u.	545	41	7	34	51	34	17
16	Condominium (Replace Existing Hotel	10776 Wilshire Boulevard		119	d.u.	154	15	-14	29	15	18	-3
17	Century Wilshire Hotel	10767 Wilshire Bl	Condominium	89	d.u.	522	39	7	33	46	31	15
18	Condominium	10733 Wilshire Bl		93	d.u.	612	48	8	40	58	39	19
19	Condominium	10807 Wilshire Bl		187	d.u.	1,108	84	14	70	103	69	34
20	Del Capri Hotel Site	Westholme & Wilshire	Apartment	88	d.u.	591	45	9	36	55	35	19
21	Apartments	NEC Wilshire Bl./Devon Av.		19	d.u.	126	10	2	8	9	6	3
22	Condominium	10250 Wilshire Bl	Condominium	35	d.u.	205	15	3	13	18	12	6
23	Mixed-use development	1000 Sunset Bl	Condominium	225	d.u.	1,319	99	17	82	117	78	39
24		11611 Montana Av.		20	d.u.	117	9	1	7	10	7	3
25	Office building	11677 Wilshire Blvd.		146.708	ksf	106	233	205	28	173	29	144
26	Condominiums	11663 Wilshire Blvd.		95	d.u.							
	Office			10	ksf	468	64	52	12	33	11	22
	Quality restaurant			5	ksf							
27	Park	Northeast Corner of Wilshire Blvd & San Vicente Blv		16	Acre	36	0	0	0	1	0	1
28	Veterans Affairs	Bonsall Av		430	employees	790	193	156	37	180	10	170
29	Retail	11305 Santa Monica Bl		1.14	ksf	432	11	7	4	33	16	17
30	Office	11175 Santa Monica Bl		70	ksf	1,009	140	123	17	158	27	131
31	Gas Station w/ Convenience Market	10991 Santa Monica Bl		6	pumps	977	60	30	30	80	40	40
32	Motel	10811 Santa Monica Bl		50	rooms	280	19	7	12	17	8	9
33	Auto Service	10461 Santa Monica Bl		2.074	ksf	124	6	4	2	7	4	3
34	Office	Santa Monica Bl & Beverly Glen (SW)		25	ksf	458	62	55	7	117	18	89
35	Century City Shopping Center	10250 Santa Monica Bl		71	ksf	2,273	48	29	19	528	253	275
36	Apartment Building	10000 Santa Monica Bl	Apartment	350	d.u.	2,352	179	36	143	217	141	76
37	Office	1950 Avenue of the Stars		874	ksf	70,014	1050	924	126	1059	180	879
38	Office	10270 Constellation Bl		791	ksf	7,868	1116	993	123	1004	17	833
39	Related Cos Century City Project	2000 Avenue of the Stars	Condominium	145	d.u.	850	64	11	53	75	51	25
40	Office/Retail/Cultural Use	2000 Avenue of the Stars		825.8	ksf	-11,357	-80	101	-180	-899	-683	-216
41	JMB Century City Project	Avenue of the Stars	Condominium	483	d.u.	2,830	213	36	176	251	168	83
42	Chabad School	9051 Pico Bl	Private School	42.000	ksf	333	104	57	47	102	48	54
43	Baja Fresh	245 Main St		2.79	ksf	1,998	122	73	49	73	37	36
54	Lincoln Center Dev	1400 Lincoln	Apartment	280	d.u.	1,882	143	29	114	174	113	61
45	Apartments	2834 Colorado		145	d.u.	974	74	15	59	90	58	31
46	Production Office	1630 Stewart St.		8	ksf	78	11	10	1	11	2	9
	Condominium			22	d.u.	146	11	2	9	14	9	5
47	Retail	3025 Olympic Bl.		64.22275	ksf	5,093	120	73	47	467	224	243
	Condominium			184	d.u.	1,236	94	19	75	114	74	40
48	Office	12232 Olympic Blvd.		259.068	ksf							
	Health Club			34	ksf	4,106	592	503	89	528	127	401
	Studio Office			74.913	ksf							
49	Office	12233 Olympic Bl		330	ksf	887	66	10	56	176	140	36
50	Warehouse	11840 Olympic Bl.		37	ksf	-184	-17	-14	-3	-17	-4	-13
	Retail			86.6	ksf	6,185	144	88	56	569	273	296
51	Bed Bath & Beyond	11854 Olympic Bl	Retail	90	ksf	3,989	N/A	N/A	N/A	244	107	137
52	Condominium	11500 Tennessee Av.		84	d.u.	492	37	6	31	44	29	14
53	New West Mid School	11625 Pico Bl		250	students	N/A	225	124	101	N/A	N/A	N/A
54	Office	11110 Pico Bl		74.653	ksf	1,060	148	130	18	150	26	124
55	Fast-Food w/ Drive-thru	11021 Pico Bl		2.3	ksf	1,150	94	48	46	89	46	43
56	Bank	1762 Westwood		4.422	ksf	692	18	N/A	N/A	147	N/A	N/A
57	Fast food restaurant and snack shop	10867 Santa Monica Blvd.		2.07	ksf	1,166	125	75	50	83	42	41
58	Office	2422 Overland Av		20.043	ksf	386	52	46	6	102	17	85
59	Fox Studios	10201 Pico Bl		771	ksf	4,086	450	30	450	280	54	226
60	Condominium	3101 Sawtelle Bl		206	d.u.	1,207	91	15	75	107	72	35
61	Le Lycee Francais High School	10309 National Bl		340	students	581	139	96	43	95	30	65
62	Apartment Building	10001 Venice Bl	Apartment	118	d.u.	782	60	12	48	58	38	20
63	Century Pacific Hotel	6225 West Century		190	rooms	1,695	127	74	53	133	65	68
64	LMU Daycare	7900 Loyola		16	students	72	13	7	6	13	6	7
65	Wells Fargo Bank	13400 Washington	Bank	4.3	ksf	673	18	N/A	N/A	143	N/A	N/A
66	Westchester Lutheran School	7831 Sepulveda Bl		600	students	N/A	540	297	243	N/A	N/A	N/A
67	Marina Honda	5850 Centinela		42.3	ksf	1,410	87	64	23	112	44	68
68	Westchester Neighborhood School	5401 Beethoven		420	students	N/A	378	208	170	N/A	N/A	N/A
69	Villa Marina	Lincoln & Maxella	Condominium	230	d.u.	1,348	101	17	84	120	80	39
70	Condominium	5227 Knowlton Av		187	d.u.	1,096	82	14	68	97	65	32
71	Animo High Charter School	841 California		420	students	718	172	119	53	59	28	31
72	Decron Development	8601 Lincoln Bl	Mixed Use	30.6	ksf	3,145	77	47	30	287	138	149
	Grand Total					**186,468**	**11,277**	**6,841**	**4,416**	**13,337**	**5,014**	**7,748**

For purposes of analysis, the related area projects were separated into zones that could be included in the TRAFFIX model used in the preparation of this analysis. The related project traffic was added to the surrounding street system using the distribution and assignment methodology which dependent upon the land use characteristics of the projects and the general locations of where the project trips would originate or terminate. Figure 9 illustrates the locations of the related projects.

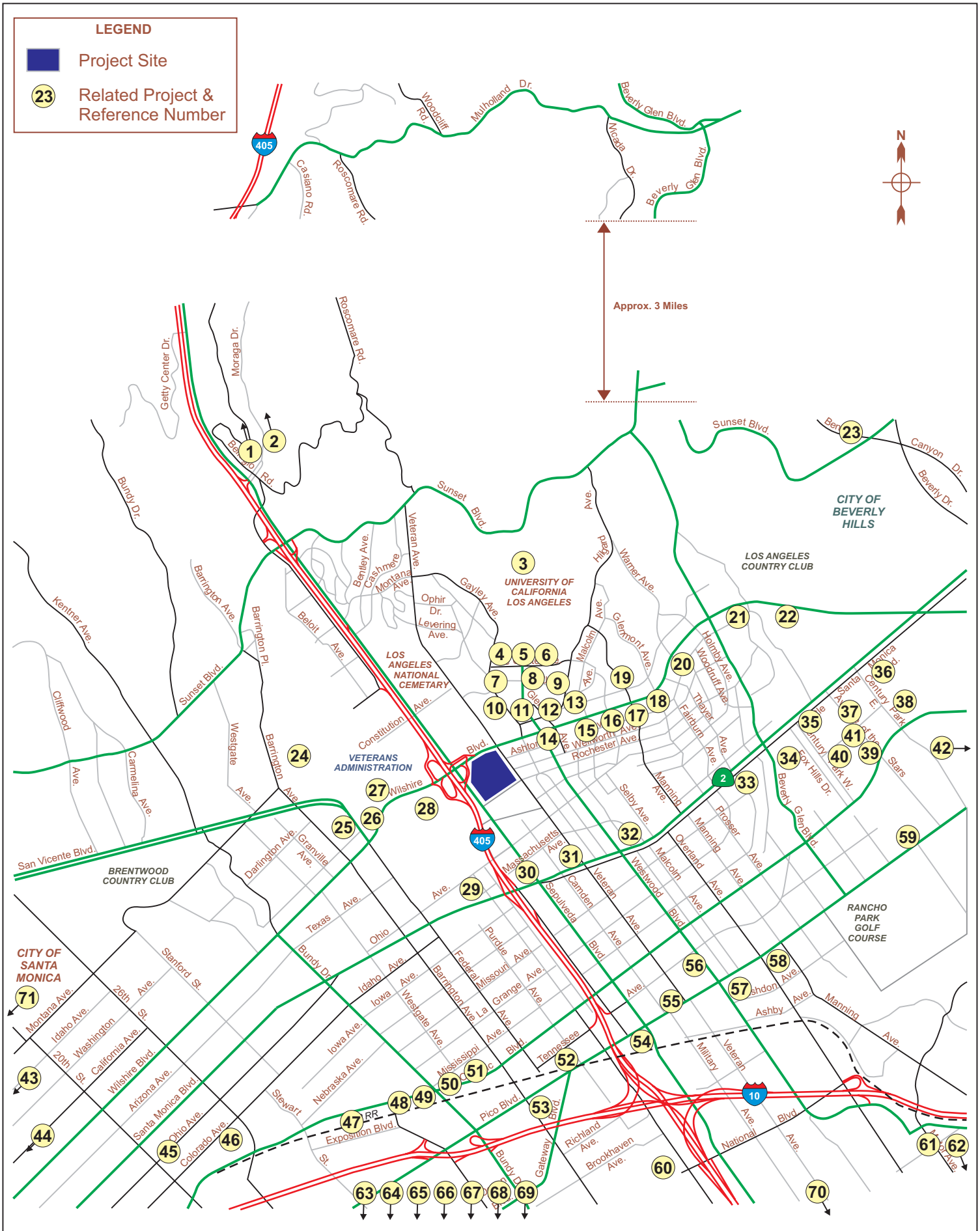
In addition to the related area projects, the existing 11000 Wilshire Boulevard is currently not at full capacity. Currently, the existing tower accommodates a total of 1,100 employees of which 700 are FBI agents/administration staff and 400 non-FBI government employees. According to GSA, the building can fully accommodate 1,915 employees. Thus, the existing building can further generate additional traffic from 815 additional non-FBI employees. Table 4 summarizes the trip generation estimates of the additional employees to reach the capacity of the existing building. Trip generation, distribution, and assignment of the additional 815 employees are discussed in detail in Section 4 of the report.

Table 4 – Potential Additional Trip Generation Estimates of Existing Tower

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
Non-FBI Government Agencies	-	Employees	3.58	0.780	61%	39%	0.280	20%	80%
Trips									
Government Office									
Non-FBI Government Agencies	815	Employees	2,918	636	388	248	228	46	182
TOTAL TRIPS			**2,918**	**636**	**388**	**248**	**228**	**46**	**182**

Figures 10a-10b and 11a-11b illustrate the related projects trip assignment by turning movement during the morning and afternoon peak hour, respectively.

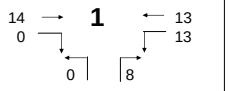
DRAFT



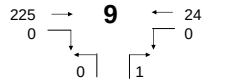
Katz, Okitsu & Associates *Planning & Engineering*	Los Angeles FBI Federal Building	Figure 9
		Locations of Related Projects

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

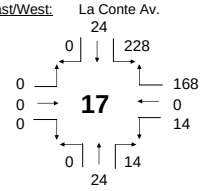
North/South: Roscomare Rd.
East/West: Mulholland Dr.



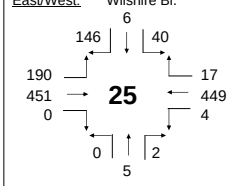
North/South: I-405 NB Ramps
East/West: Sunset Bl.



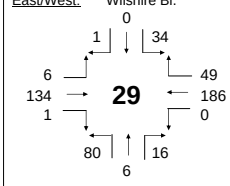
North/South: Gayley Av.
East/West: La Conte Av.



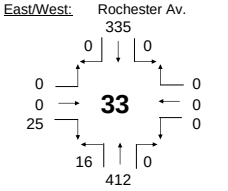
North/South: Gayley Av.
East/West: Wilshire Bl.



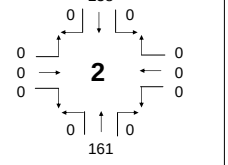
North/South: Selby Av.
East/West: Wilshire Bl.



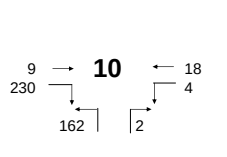
North/South: Westwood Bl.
East/West: Rochester Av.



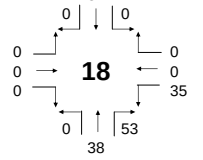
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



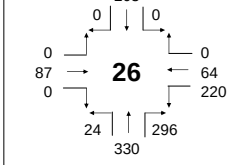
North/South: Veteran Ave.
East/West: Sunset Bl.



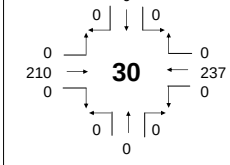
North/South: Gayley Av.
East/West: Weyburn Av.



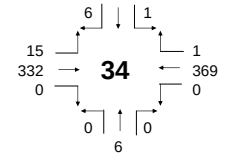
North/South: Westwood Bl.
East/West: Lindbrook Dr.



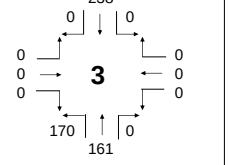
North/South: Warner Av.
East/West: Wilshire Bl.



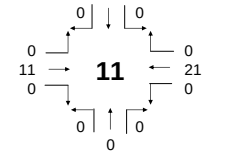
North/South: Barrington Av.
East/West: Santa Monica Bl.



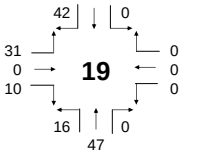
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



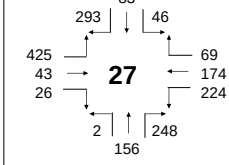
North/South: Bellagio Wy.
East/West: Sunset Bl.



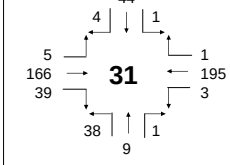
North/South: Hilgard Av.
East/West: La Conte Av.



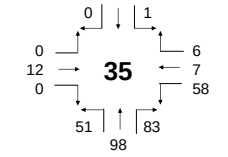
North/South: Westwood Bl.
East/West: Wilshire Bl.



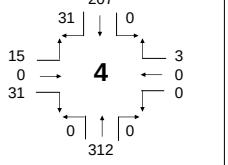
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



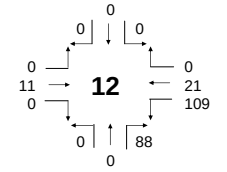
North/South: Sawtelle Bl.
East/West: Ohio Av.



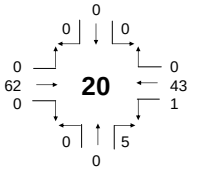
North/South: Sepulveda Bl.
East/West: Ovada Pl.



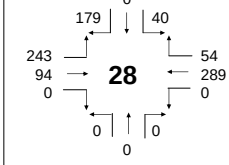
North/South: Hilgard
East/West: Sunset Bl.



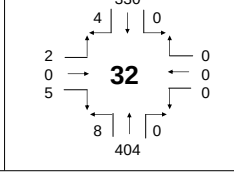
North/South: Bundy Dr.
East/West: Wilshire Bl.



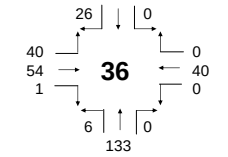
North/South: Glendon Av.
East/West: Wilshire Bl.



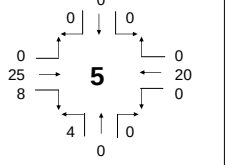
North/South: Westwood Bl.
East/West: Wellworth Av.



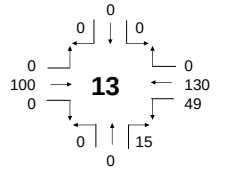
North/South: Sepulveda Bl.
East/West: Ohio Av.



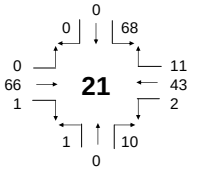
North/South: Barrington Av.
East/West: Sunset Bl.



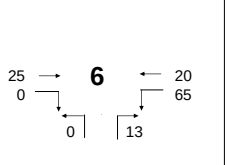
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



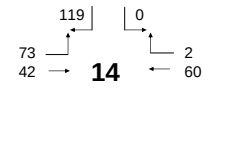
North/South: Barrington Av.
East/West: Wilshire Bl.



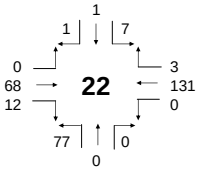
North/South: Barrington Pl.
East/West: Sunset Pl.



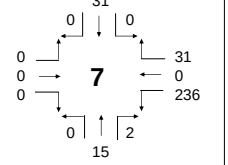
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



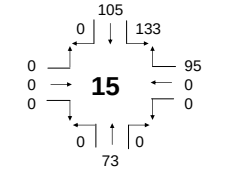
North/South: San Vicente/Federal
East/West: Wilshire Bl.



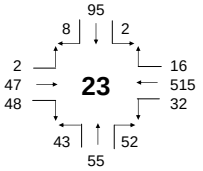
North/South: Church Ln.
East/West: I-405 SB Ramps



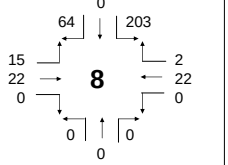
North/South: Sepulveda Bl.
East/West: Montana Av.



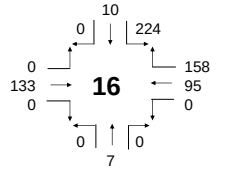
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



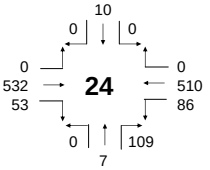
North/South: Church Ln.
East/West: Sunset Bl.

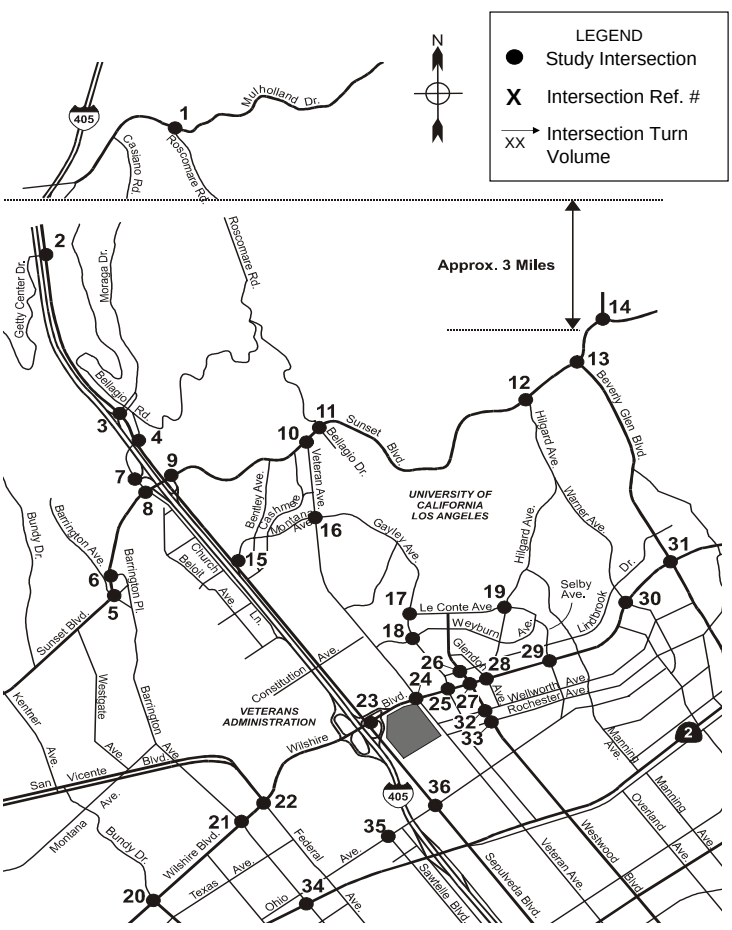


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 10a

Related Project Only Trip Assignment - AM Peak Hour

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Veteran Av.
East/West: Ohio Av.

	48	
40		0
54	**37**	21
0		0
0		0
0		0
	72	

North/South: Overland Av.
East/West: Santa Monica Bl.

365	**45**	202
6		4
	2 2	

North/South: Westwood Bl.
East/West: Olympic Bl.

	322	
3		8
5		10
91	**53**	82
25		8
29		5
	388	

North/South: Sepulveda Bl.
East/West: Pico Bl.

	60	
21		3
17		5
54	**61**	91
5		13
36		13
	83	

North/South: Sawtelle Bl.
East/West: National Bl.

	51	
0		23
0		88
0	**65**	0
0		7
0		7
	84	

North/South: Westwood Bl.
East/West: National Bl.

	300	
0		35
0		333
8	**69**	58
7		0
0		0
	38	

North/South: Westwood Bl.
East/West: Ohio Av.

	360	
0		0
0		0
0	**38**	0
0		0
21		0
	428	

North/South: Beverly Glen Bl.
East/West: Santa Monica North

	39	
2		44
0		10
358	**46**	237
1		0
9		0
	38	

North/South: Overland Av.
East/West: Olympic Bl.

	9	
0		0
1		0
102	**54**	100
0		33
0		1
	2	

North/South: Westwood Bl.
East/West: Pico Bl.

	335	
0		13
0		70
38	**62**	82
0		0
0		0
	371	

North/South: I-405 SB On Ramp
East/West: National Bl.

15	**66**	95
15		30

North/South: Overland Av.
East/West: I-10 WB Ramps

	50	
0		0
0		243
8	**70**	391
35		0
0		0
	8	

North/South: Sawtelle Bl.
East/West: Santa Monica Bl.

	66	
1		14
6		60
315	**39**	374
19		12
16		0
	166	

North/South: Beverly Glen Bl.
East/West: Santa Monica South

	41	
0		0
0		0
0	**47**	0
0		0
0		0
	47	

North/South: Century Park West
East/West: Olympic Bl.

	41	14
192	**55**	64
80		109

North/South: Overland Av.
East/West: Pico Bl.

	42	
0		0
0		0
38	**63**	67
13		31
85		159
	3	

North/South: I-405 NB Off Ramp
East/West: National Bl.

15	**67**	89
	36 67	

North/South: I-405 SB Ramps
East/West: Santa Monica Bl.

	0	
102		255
200	**40**	345
129		45

North/South: Bundy Dr.
East/West: Olympic Bl.

	1	
45		0
29		0
184	**48**	141
29		19
45		33
	5	

North/South: Centinela Av.
East/West: I-10 WB Ramps

	0	
0		
0	**56**	
5		
	0	

North/South: Bundy Dr.
East/West: Ocean Park Bl.

	28	
0		0
0		0
0	**64**	0
0		2
0		4
	39	

North/South: Sepulveda Bl.
East/West: National Bl.

	47	
30		0
67		0
15	**68**	58
0		0
0		0
	65	

North/South: I-405 NB Ramps
East/West: Santa Monica Bl.

58		67
397	**41**	158
231		108
	0	

North/South: Barrington Av.
East/West: Olympic Bl.

	2	
0		0
0		3
153	**49**	116
7		40
7		40
	4	

North/South: Centinela Av.
East/West: Pico Bl.

	0	
0		0
0		5
62	**57**	55
0		0
0		0
	0	

North/South: Sepulveda Bl.
East/West: Santa Monica Bl.

	85	
32		8
112		17
393	**42**	191
0		8
2		2
	116	

North/South: Sawtelle Bl.
East/West: Olympic Bl.

	93	
2		1
9		3
97	**50**	68
0		0
0		0
	170	

North/South: Bundy Dr.
East/West: Pico Bl.

	30	
8		12
11		18
51	**58**	52
0		23
0		47
	54	

North/South: Veteran Av.
East/West: Santa Monica Bl.

	40	
5		3
9		4
368	**43**	185
6		3
6		2
	58	

North/South: Sepulveda Bl.
East/West: Olympic Bl.

	83	
9		1
9		6
88	**51**	63
0		0
0		0
	104	

North/South: Barrington Av.
East/West: Pico Bl.

	16	
33		0
33		0
78	**59**	59
0		7
0		7
	18	

North/South: Westwood Bl.
East/West: Santa Monica Bl.

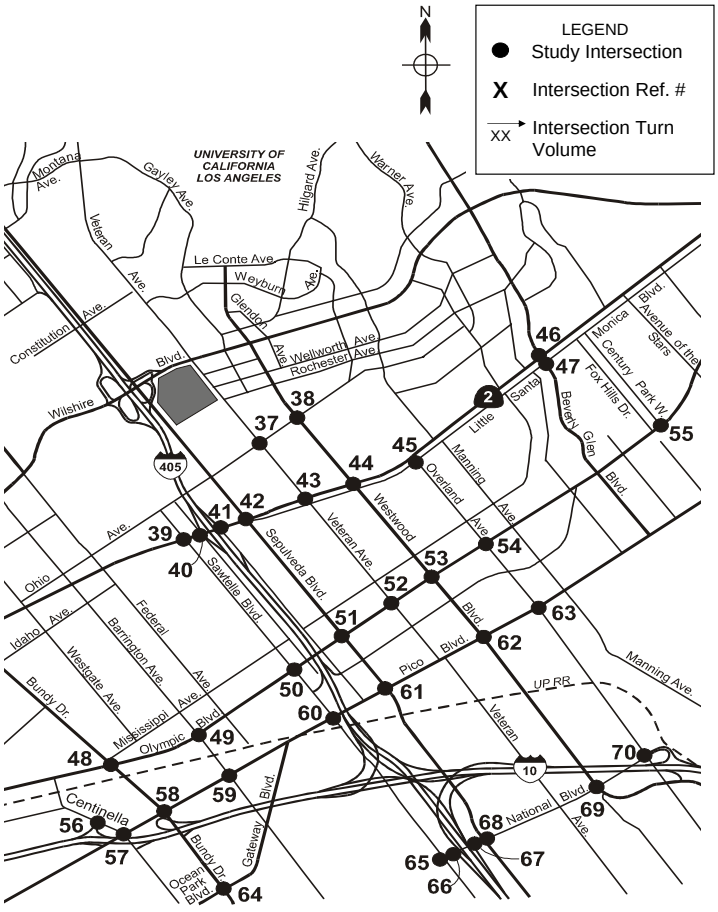
	314	
20		25
22		36
340	**44**	159
11		8
7		5
	391	

North/South: Veteran Av.
East/West: Olympic Bl.

	18	
0		31
0		45
89	**52**	69
0		0
0		0
	23	

North/South: Sawtelle Bl.
East/West: Pico Bl.

	73	
0		21
0		3
85	**60**	66
0		2
0		5
	167	



Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

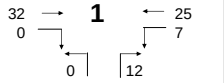
Los Angeles FBI Federal Building

Figure 10b

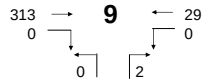
Related Project Only Trip Assignment - AM Peak Hour

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

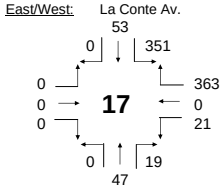
North/South: Roscomare Rd.
East/West: Mulholland Dr.



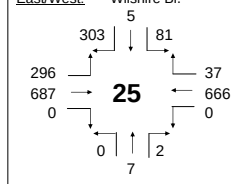
North/South: I-405 NB Ramps
East/West: Sunset Bl.



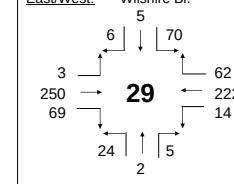
North/South: Gayley Av.
East/West: La Conte Av.



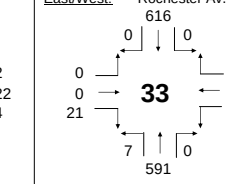
North/South: Gayley Av.
East/West: Wilshire Bl.



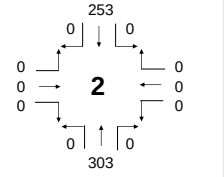
North/South: Selby Av.
East/West: Wilshire Bl.



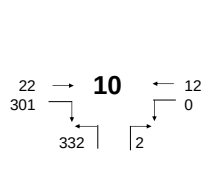
North/South: Westwood Bl.
East/West: Rochester Av.



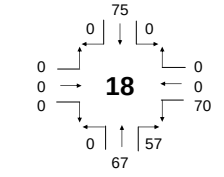
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



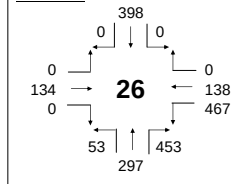
North/South: Veteran Ave.
East/West: Sunset Bl.



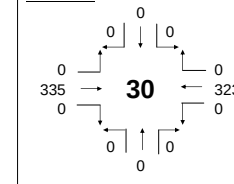
North/South: Gayley Av.
East/West: Weyburn Av.



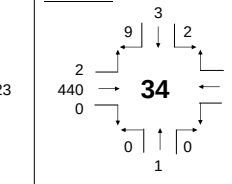
North/South: Westwood Bl.
East/West: Lindbrook Dr.



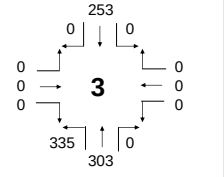
North/South: Warner Av.
East/West: Wilshire Bl.



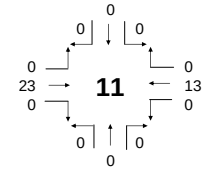
North/South: Barrington Av.
East/West: Santa Monica Bl.



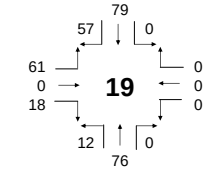
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



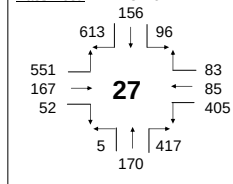
North/South: Bellagio Wy.
East/West: Sunset Bl.



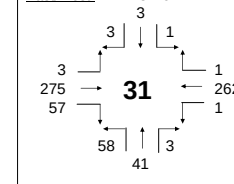
North/South: Hilgard Av.
East/West: La Conte Av.



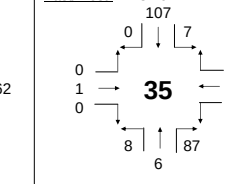
North/South: Westwood Bl.
East/West: Wilshire Bl.



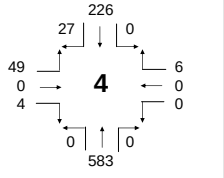
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



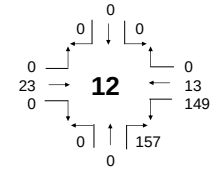
North/South: Sawtelle Bl.
East/West: Ohio Av.



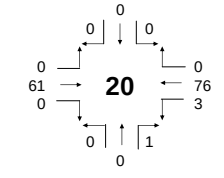
North/South: Sepulveda Bl.
East/West: Ovada Pl.



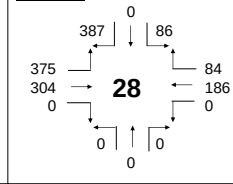
North/South: Hilgard
East/West: Sunset Bl.



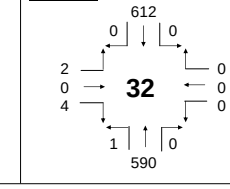
North/South: Bundy Dr.
East/West: Wilshire Bl.



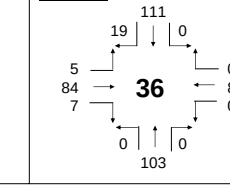
North/South: Glendon Av.
East/West: Wilshire Bl.



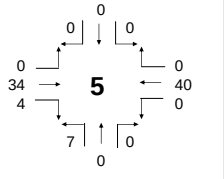
North/South: Westwood Bl.
East/West: Wellworth Av.



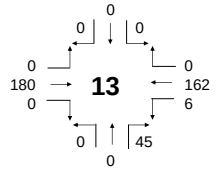
North/South: Sepulveda Bl.
East/West: Ohio Av.



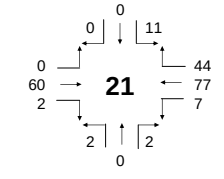
North/South: Barrington Av.
East/West: Sunset Bl.



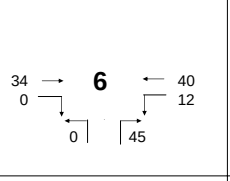
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



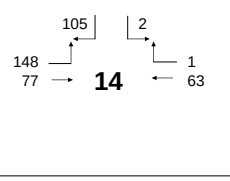
North/South: Barrington Av.
East/West: Wilshire Bl.



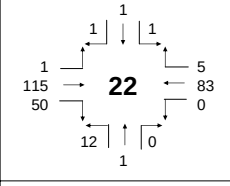
North/South: Barrington Pl.
East/West: Sunset Pl.



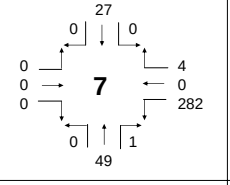
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



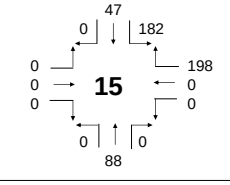
North/South: San Vicente/Federal
East/West: Wilshire Bl.



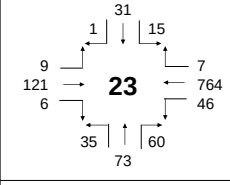
North/South: Church Ln.
East/West: I-405 SB Ramps



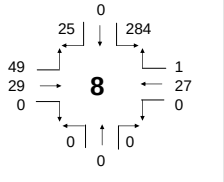
North/South: Sepulveda Bl.
East/West: Montana Av.



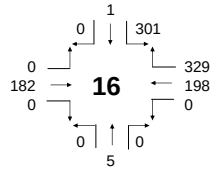
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



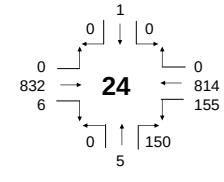
North/South: Church Ln.
East/West: Sunset Bl.

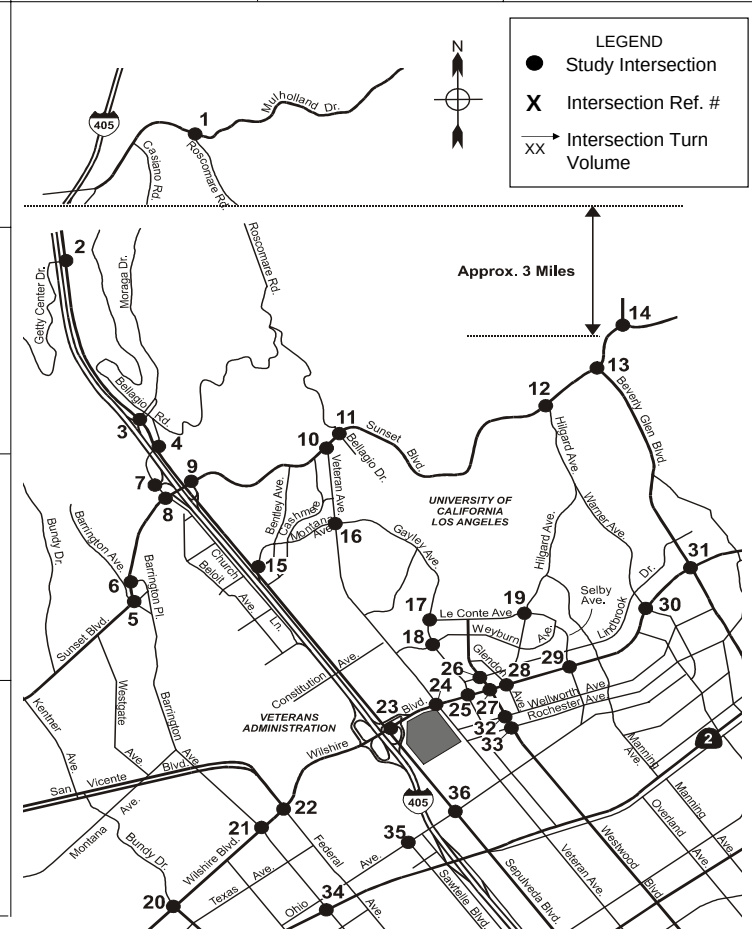


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

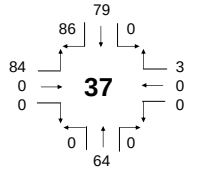
Los Angeles FBI Federal Building

Figure 11a

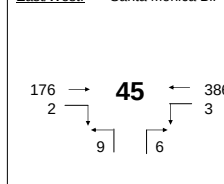
Related Project Only Trip Assignment - AM Peak Hour

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

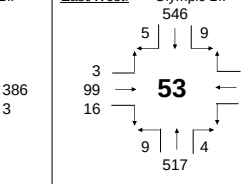
North/South: Veteran Av.
East/West: Ohio Av.



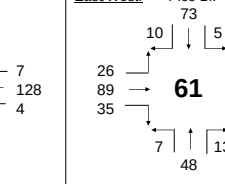
North/South: Overland Av.
East/West: Santa Monica Bl.



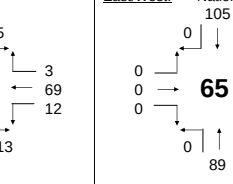
North/South: Westwood Bl.
East/West: Olympic Bl.



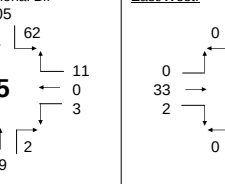
North/South: Sepulveda Bl.
East/West: Pico Bl.



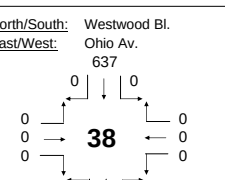
North/South: Sawtelle Bl.
East/West: National Bl.



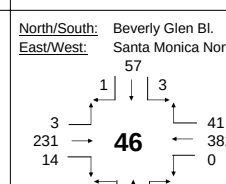
North/South: Westwood Bl.
East/West: National Bl.



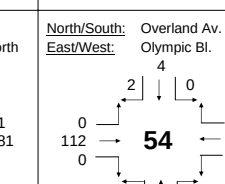
North/South: Westwood Bl.
East/West: Ohio Av.



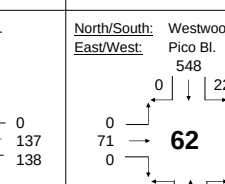
North/South: Beverly Glen Bl.
East/West: Santa Monica North



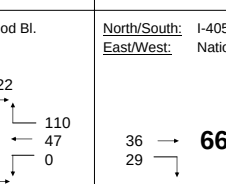
North/South: Overland Av.
East/West: Olympic Bl.



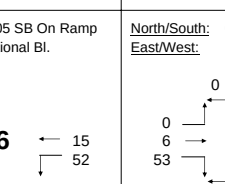
North/South: Westwood Bl.
East/West: Pico Bl.



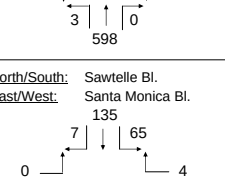
North/South: I-405 SB On Ramp
East/West: National Bl.



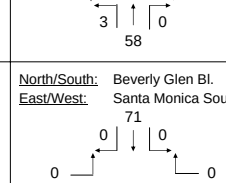
North/South: Overland Av.
East/West: I-10 WB Ramps



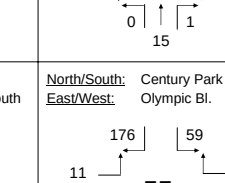
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



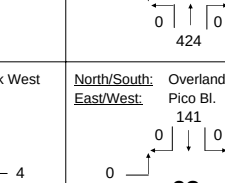
North/South: Beverly Glen Bl.
East/West: Santa Monica South



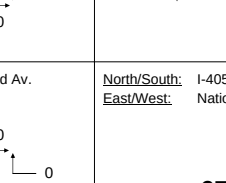
North/South: Century Park West
East/West: Olympic Bl.



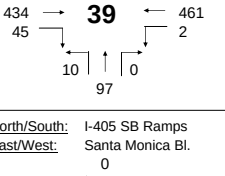
North/South: Overland Av.
East/West: Pico Bl.



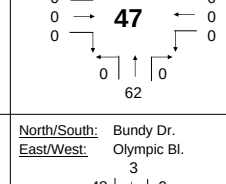
North/South: I-405 NB Off Ramp
East/West: National Bl.



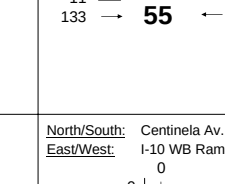
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



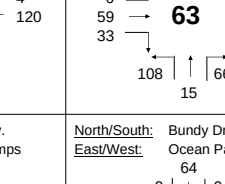
North/South: Bundy Dr.
East/West: Olympic Bl.



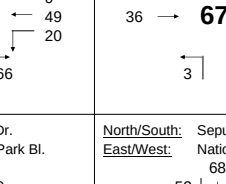
North/South: Centinela Av.
East/West: I-10 WB Ramps



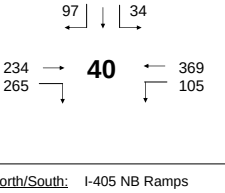
North/South: Bundy Dr.
East/West: Ocean Park Bl.



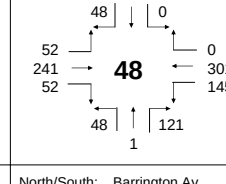
North/South: Sepulveda Bl.
East/West: National Bl.



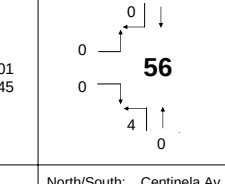
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



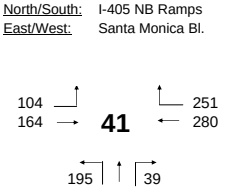
North/South: Barrington Av.
East/West: Olympic Bl.



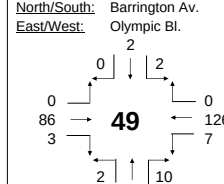
North/South: Centinela Av.
East/West: Pico Bl.



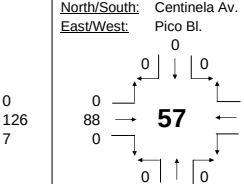
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



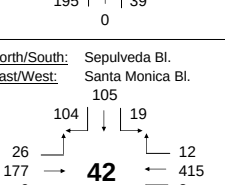
North/South: Sawtelle Bl.
East/West: Olympic Bl.



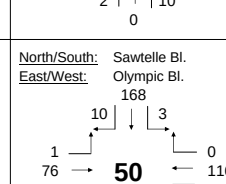
North/South: Bundy Dr.
East/West: Pico Bl.



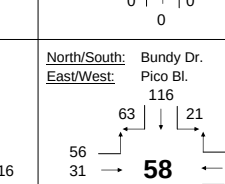
North/South: Veteran Av.
East/West: Santa Monica Bl.



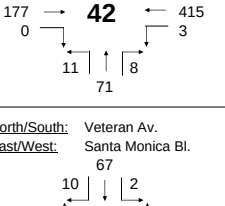
North/South: Sepulveda Bl.
East/West: Olympic Bl.



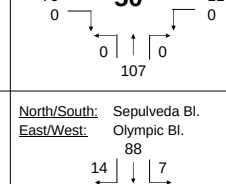
North/South: Barrington Av.
East/West: Pico Bl.



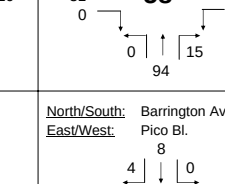
North/South: Westwood Bl.
East/West: Santa Monica Bl.

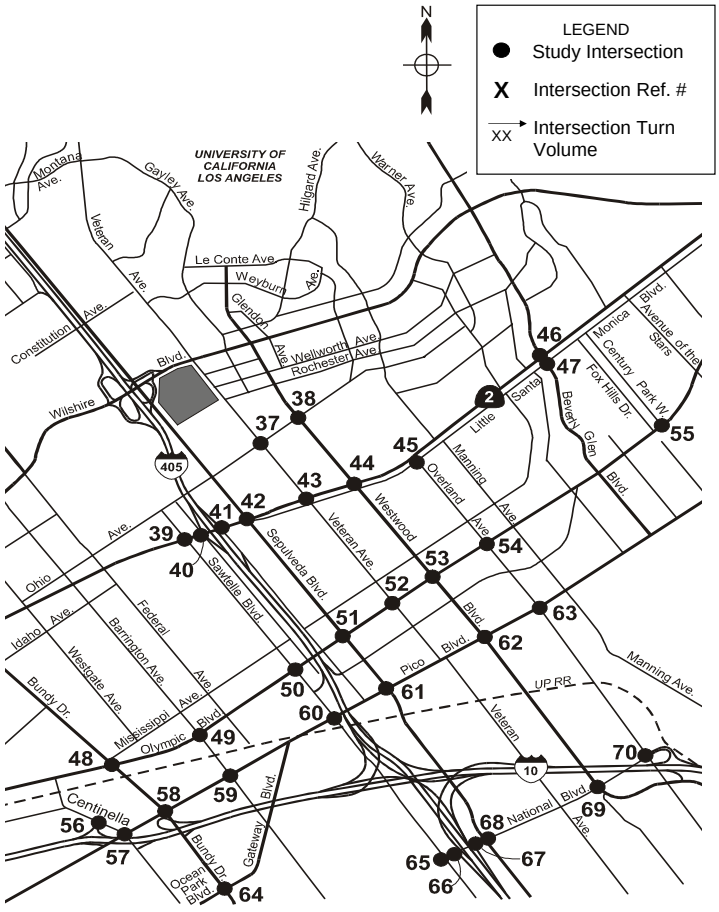


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 11b

Related Project Only Trip Assignment - PM Peak Hour

C. Peak Hour Intersection Level of Service (Year 2012)

To analyze future conditions (Year 2012) with related projects, intersection turn volumes with ambient growth and related projects traffic were input into the TRAFFIX analysis program and processed with the Circular 212 Planning method.

Table 5 summarizes the LOS of the study area intersections under this scenario.

Table 5 – Intersection Performance - Ambient Growth and Related Projects Conditions (Year 2012)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.732	C	0.608	B
2. Sepulveda Bl & Getty Ctr Dr	1.073	F	1.119	F
3. Sepulveda Bl & Moraga Dr/I-405	1.235	F	1.023	F
4. Sepulveda Bl & Church Ln	1.078	F	1.240	F
5. Barrington Av & Sunset Bl	1.080	F	0.871	D
6. Barrington Pl & Sunset Bl	1.152	F	0.978	E
7. Church Ln & I-405 SB Ramps	0.930	E	0.916	E
8. Church Ln & Sunset Bl	0.967	E	0.937	E
9. I-405 NB Ramps & Sunset Bl	1.023	F	0.637	B
10. Veteran Av & Sunset Bl	1.289	F	1.300	F
11. Bellagio & Sunset Bl	0.968	E	1.206	F
12. Hilgard Av & Sunset Bl	1.073	F	1.203	F
13. Beverly Glen Bl (West) & Sunset Bl	1.491	F	1.626	F
14. Beverly Glen (East) & Sunset Bl	1.119	F	1.325	F
15. Sepulveda Bl & Montana Av	1.155	F	1.289	F
16. Veteran & Gayley	1.198	F	1.618	F
17. Gayley Av & Le Conte Av	0.860	D	0.949	E
18. Gayley Av & Weyburn Av	0.635	B	1.064	F
19. Hilgard Av & Le Conte Av	0.660	B	0.803	D
20. Bundy Dr & Wilshire Bl	0.975	E	1.013	F
21. Barrington Av & Wilshire Bl	0.953	E	0.957	E
22. San Vicente/Federal & Wilshire	1.223	F	1.198	F
23. Sepulveda Bl & Wilshire Bl	1.479	F	1.487	F
24. Veteran Av & Wilshire Bl	1.183	F	1.383	F
25. Gayley Av & Wilshire Bl	1.079	F	1.328	F
26. Westwood Bl & Lindbrook Dr	0.788	C	1.118	F
27. Westwood Bl & Wilshire Bl	1.286	F	1.185	F
28. Glendon Av & Wilshire Bl	1.016	F	1.139	F
29. Selby Av & Wilshire Bl	0.991	E	0.942	E
30. Warner Av & Wilshire Bl	0.887	D	0.771	C
31. Beverly Glen Bl & Wilshire Bl	1.047	F	1.055	F

Table 5 – Intersection Performance - Ambient Growth and Related Projects Conditions (Year 2012) (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
32. Westwood Bl & Wellworth Av	0.703	C	0.978	E
33. Westwood Bl & Rochester Av	0.592	A	0.813	D
34. Barrington Av & Santa Monica Bl	0.870	D	1.025	F
35. Sawtelle Bl & Ohio Av	1.158	F	1.002	F
36. Sepulveda Bl & Ohio Av	0.997	E	1.112	F
37. Veteran Av & Ohio Av	0.923	E	1.023	F
38. Westwood Bl & Ohio Av	0.947	E	1.107	F
39. Sawtelle Bl & Santa Monica Bl	0.918	E	0.957	E
40. I-405 SB Ramps & Santa Monica	1.155	F	0.847	D
41. I-405 NB Ramps & Santa Monica	1.017	F	1.097	F
42. Sepulveda Bl & Santa Monica Bl	1.037	F	1.029	F
43. Veteran Av & Santa Monica Bl	0.680	B	0.839	D
44. Westwood Bl & Santa Monica Bl	1.048	F	1.172	F
45. Overland Av & Santa Monica Bl	0.524	A	0.534	A
46. Beverly Glen Bl & Santa Monica	0.704	C	0.782	C
47. Beverly Glen & Santa Monica South	0.888	D	1.053	F
48. Bundy Dr & Olympic Bl	1.369	F	1.438	F
49. Barrington Av & Olympic Bl	1.047	F	1.099	F
50. Sawtelle Bl & Olympic Bl	1.318	F	1.434	F
51. Sepulveda Bl & Olympic Bl	1.016	F	1.033	F
52. Veteran Av & Olympic Bl	0.645	B	0.890	D
53. Westwood Bl & OIympic Bl	1.325	F	1.441	F
54. Overland Av & Olympic Bl	1.127	F	1.195	F
55. Century Park West & Olympic Bl	0.926	E	1.406	F
56. Centinela Av & I-10 WB Ramps	0.946	E	1.101	F
57. Centinela Av & Pico Bl	0.947	E	1.037	F
58. Bundy Dr & Pico Bl	0.916	E	1.019	F
59. Barrington Av & Pico Bl	0.913	E	1.081	F
60. Sawtelle Bl & Pico Bl	0.935	E	1.176	F
61. Sepulveda Bl & Pico Bl	1.021	F	0.915	E
62. Westwood Bl & Pico Bl	0.995	E	1.024	F
63. Overland Av & Pico Bl	1.044	F	1.107	F
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.831	D	1.085	F
65. Sawtelle Bl & National Bl	1.065	F	1.090	F
66. I-405 SB On Ramp & National Bl	0.621	B	0.661	B
67. I-405 NB Off Ramp & National Bl	0.675	B	0.797	C
68. Sepulveda Bl & National Bl	1.178	F	1.186	F
69. Westwood Bl & National Bl	0.943	E	1.373	F
70. Overland Av & I-10 WB Ramps/National Bl	1.334	F	1.341	F

DRAFT

With the application of the ambient growth, the addition of traffic from area/related projects and adding the maximum potential 815 employees growth to the existing building, additional 15 study intersections are projected to operate at a poor level of service as a result. In addition to the intersections that are currently operating at poor levels of service, the following intersections are projected to deteriorate at LOS E or worse during either the morning and/or afternoon peak hours:

- Church Lane and I-405 SB Ramps
- Church Lane and Sunset Boulevard
- Gayley Avenue and Le Conte Avenue
- Barrington Avenue and Wilshire Boulevard
- Westwood Boulevard and Lindbrook Drive
- Selby Avenue and Wilshire Boulevard
- Barrington Avenue and Santa Monica Boulevard
- Veteran Avenue and Ohio Avenue
- Westwood Boulevard and Ohio Avenue
- Sawtelle Boulevard and Santa Monica Boulevard
- I-405 NB Ramps and Santa Monica Boulevard
- Sepulveda Boulevard and Santa Monica Boulevard
- Westwood Boulevard and Santa Monica Boulevard
- Westwood Boulevard and Pico Boulevard
- Westwood Boulevard and National Boulevard

The remaining ten study intersections are projected to continue to operate at an acceptable level of service (LOS D or better).

The morning and afternoon peak-hour traffic volumes for this scenario are provided in Figures 12a-12b and 13a-13b, respectively. The traffic analysis worksheets for this scenario are provided in Appendix D of this report.

D. Ambient Growth (Year 2017)

Similarly to the Phase 1, an annual traffic growth rate factor of 1% was also utilized to provide for increases in traffic from the existing traffic counts to reflect Year 2017 conditions. This annual rate was also discussed and verified with LADOT staff.

To apply this ambient growth rate to existing (Year 2006) volumes, a factor of 1.11 was utilized. This factor simulates a 1% annual increase over the eleven-year period between existing conditions and future (Year 2017) conditions.

The future (2017) ambient peak-hour turn movement volumes estimated in this scenario are provided in Figures 13a-13b and Figures 14a-14b for morning and afternoon peak hours, respectively.

DRAFT

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Roscomare Rd.
East/West: Mulholland Dr.

	704	
485	**1**	512
	135 / 109	

North/South: I-405 NB Ramps
East/West: Sunset Bl.

	2411	
921	**9**	874
	483 / 372	0

North/South: Gayley Av.
East/West: La Conte Av.

	352	
15		397
44		280
154	**17**	90
12		248
	30 / 239	
	977	

North/South: Gayley Av.
East/West: Wilshire Bl.

	129	
515		133
754		218
3941	**25**	3227
234		60
	62 / 70	
	445	

North/South: Selby Av.
East/West: Wilshire Bl.

	41	
52		159
32		132
2212	**29**	3445
41		74
	175 / 121	
	93	

North/South: Westwood Bl.
East/West: Rochester Av.

	849	
19		17
15		16
27	**33**	26
56		25
	48 / 30	
	1676	

North/South: Sepulveda Bl.
East/West: Getty Center Dr.

	2842	
127		12
5		2
0	**2**	1
18		1
	241 / 10	
	606	

North/South: Veteran Ave.
East/West: Sunset Bl.

	2031	
428	**10**	1347
	221 / 406	384

North/South: Gayley Av.
East/West: Weyburn Av.

	601	
127		35
308		61
230	**18**	102
60		84
	25 / 136	
	948	

North/South: Westwood Bl.
East/West: Lindbrook Dr.

	632	
31		7
24		29
209	**26**	206
46		309
	24 / 597	
	1583	

North/South: Warner Av.
East/West: Wilshire Bl.

	90	
126		95
101		90
2688	**30**	3097
24		17
	102 / 37	
	73	

North/South: Barrington Av.
East/West: Santa Monica Bl.

	548	
58		111
62		71
1862	**34**	1904
66		79
	96 / 104	
	603	

North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB

	2747	
1		109
96		30
83	**3**	95
12		83
	304 / 62	
	723	

North/South: Bellagio Wy.
East/West: Sunset Bl.

	87	
275		488
316		30
1952	**11**	1418
116		66
	35 / 16	
	4	

North/South: Hilgard Av.
East/West: La Conte Av.

	328	
448		5
369		33
56	**19**	167
40		21
	63 / 5	
	593	

North/South: Westwood Bl.
East/West: Wilshire Bl.

	358	
513		122
981		282
2837	**27**	2958
168		413
	112 / 404	
	1016	

North/South: Beverly Glen Bl.
East/West: Wilshire Bl.

	661	
81		99
133		79
2308	**31**	2547
305		143
	204 / 107	
	446	

North/South: Sawtelle Bl.
East/West: Ohio Av.

	111	
27		36
77		102
878	**35**	525
62		128
	127 / 240	
	439	

North/South: Sepulveda Bl.
East/West: Ovada Pl.

	2020	
759		2
128		6
55	**4**	137
56		98
	27 / 97	
	883	

North/South: Hilgard
East/West: Sunset Bl.

	107	
37		39
31		42
1094	**12**	1395
296		576
	202 / 222	
	42	

North/South: Bundy Dr.
East/West: Wilshire Bl.

	834	
60		131
76		70
1217	**20**	1523
113		122
	190 / 117	
	700	

North/South: Glendon Av.
East/West: Wilshire Bl.

	565	
399		188
557		266
2444	**28**	2554
303		71
	16 / 20	
	150	

North/South: Westwood Bl.
East/West: Wellworth Av.

	761	
16		26
36		95
80	**32**	76
65		80
	78 / 261	
	1692	

North/South: Sepulveda Bl.
East/West: Ohio Av.

	891	
115		32
233		53
853	**36**	597
94		95
	99 / 238	
	869	

North/South: Barrington Av.
East/West: Sunset Bl.

	75	
7		208
0		144
1953	**5**	2173
200		269
	181 / 287	
	37	

North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.

	104	
22		100
22		90
1149	**13**	2108
208		786
	120 / 565	
	91	

North/South: Barrington Av.
East/West: Wilshire Bl.

	386	
70		289
68		87
1712	**21**	1928
87		116
	142 / 130	
	371	

North/South: Barrington Pl.
East/West: Sunset Pl.

	2114	
109	**6**	2216
	55 / 620	353

North/South: Beverly Glen Bl. E
East/West: Sunset Bl.

	1140	164
660	**14**	51
1200		1807

North/South: San Vicente/Federal
East/West: Wilshire Bl.

	292	
42		1460
18		1124
2001	**22**	2251
90		110
	171 / 123	
	218	

North/South: Church Ln.
East/West: I-405 SB Ramps

	645	
0		225
0		73
0	**7**	0
0		1779
	0 / 375	
	224	

North/South: Sepulveda Bl.
East/West: Montana Av.

	1145	
98		635
13		201
400	**15**	127
92		80
	111 / 591	
	436	

North/South: Sepulveda Bl.
East/West: Wilshire Bl.

	765	
288		246
80		80
3589	**23**	4056
321		176
	311 / 424	
	392	

North/South: Church Ln.
East/West: Sunset Bl.

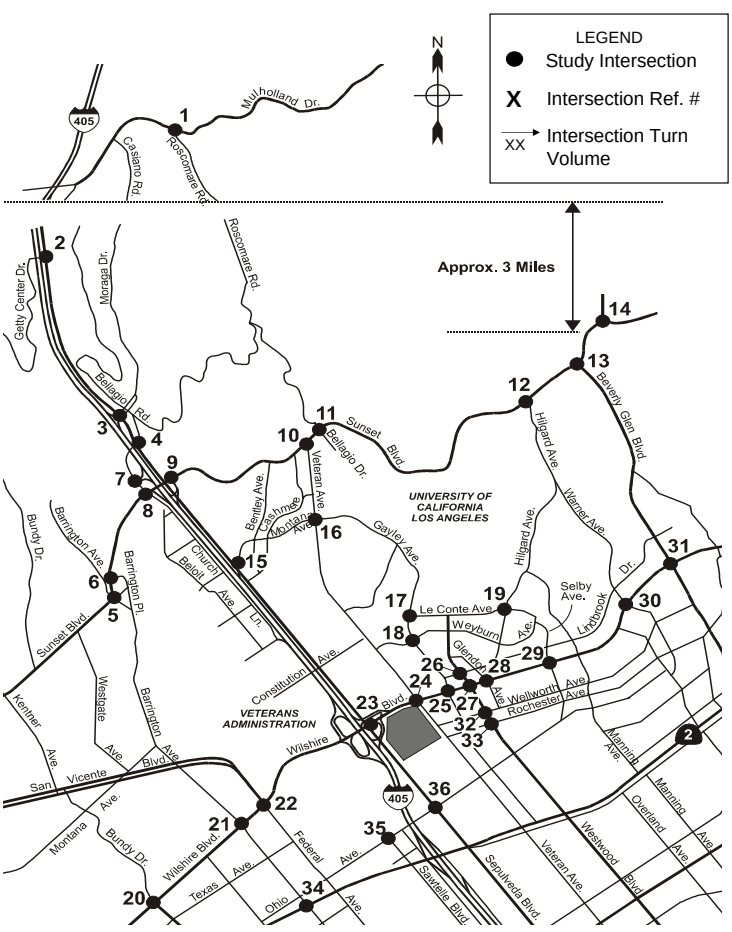
	204	
1297		810
222		363
2758	**8**	1117
65		7
	66 / 45	
	2	

North/South: Veteran Ave.
East/West: Gayley Av.

	401	
50		438
112		199
870	**16**	237
33		33
	39 / 65	
	253	

North/South: Veteran Ave.
East/West: Wilshire Bl.

	276	
489		124
550		49
4571	**24**	3098
302		177
	205 / 214	
	533	



Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building Figure 12a

Future (2012) Growth Plus Related Projects - AM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Veteran Av.
East/West: Ohio Av.

	176	
88		30
142	**37**	87
957		541
90		106
76		56
	193	

North/South: Overland Av.
East/West: Santa Monica Bl.

1800	**45**	1657
77		9
220		182

North/South: Westwood Bl.
East/West: Olympic Bl.

	913	
127		119
142	**53**	174
2891		2651
209		70
176		176
	1531	

North/South: Sepulveda Bl.
East/West: Pico Bl.

	759	
175		91
135	**61**	127
1286		1585
126		149
279		232
	1518	

North/South: Sawtelle Bl.
East/West: National Bl.

	547	
60		334
132	**65**	452
795		993
41		93
78		87
	875	

North/South: Westwood Bl.
East/West: National Bl.

	588	
161		194
339	**69**	424
947		404
189		10
204		26
	652	

North/South: Westwood Bl.
East/West: Ohio Av.

	893	
63		41
251	**38**	37
474		441
116		65
162		50
	1585	

North/South: Beverly Glen Bl.
East/West: Santa Monica North

	773	
75		313
46	**46**	87
1668		1294
31		30
10		40
	620	

North/South: Overland Av.
East/West: Olympic Bl.

	293	
24		40
32	**54**	12
3011		2575
55		264
105		168
	273	

North/South: Westwood Bl.
East/West: Pico Bl.

	723	
117		174
105	**62**	189
1595		1082
60		28
198		141
	1545	

North/South: I-405 SB On Ramp
East/West: National Bl.

1061	**66**	1255
410		289

North/South: Overland Av.
East/West: I-10 WB Ramps

	976	
163		433
397	**70**	514
208		629
500		101
34		1056
	1135	

North/South: Sawtelle Bl.
East/West: Santa Monica Bl.

	212	
23		75
38	**39**	264
1646		1913
115		166
110		135
	475	

North/South: Beverly Glen Bl.
East/West: Santa Monica South

	878	
36		6
39	**47**	41
813		333
12		22
34		46
	964	

North/South: Century Park West
East/West: Olympic Bl.

202		55
855	**55**	137
3205		2611

North/South: Overland Av.
East/West: Pico Bl.

	669	
37		29
94	**63**	27
1448		1572
156		593
227		898
	689	

North/South: I-405 NB Off Ramp
East/West: National Bl.

1056	**67**	1134
304		546

North/South: I-405 SB Ramps
East/West: Santa Monica Bl.

	248	
560		949
1470	**40**	2027
824		463

North/South: Bundy Dr.
East/West: Olympic Bl.

	864	
147		339
151	**48**	224
1227		1352
237		170
287		106
	2111	

North/South: Centinela Av.
East/West: I-10 WB Ramps

	438	
102		
566	**56**	
430		
479		
	532	

North/South: Bundy Dr.
East/West: Ocean Park Bl.

	776	
412		16
66	**64**	29
478		583
340		48
417		174
	1625	

North/South: Sepulveda Bl.
East/West: National Bl.

	526	
173		89
301	**68**	132
1327		787
94		66
215		250
	1867	

North/South: I-405 NB Ramps
East/West: Santa Monica Bl.

580		393
1896	**41**	1462
999		958
	533	

North/South: Barrington Av.
East/West: Olympic Bl.

	605	
74		296
60	**49**	164
1508		2029
97		152
307		309
	1007	

North/South: Centinela Av.
East/West: Pico Bl.

	571	
242		67
151	**57**	394
1489		825
362		73
79		93
	496	

North/South: Sepulveda Bl.
East/West: Santa Monica Bl.

	828	
167		135
251	**42**	64
2016		1365
383		116
217		80
	1289	

North/South: Sawtelle Bl.
East/West: Olympic Bl.

	528	
56		149
28	**50**	113
1799		1999
124		197
231		602
	675	

North/South: Bundy Dr.
East/West: Pico Bl.

	1223	
113		82
144	**58**	88
1268		976
45		101
165		282
	1808	

North/South: Veteran Av.
East/West: Santa Monica Bl.

	250	
39		8
98	**43**	34
1617		1397
6		22
72		17
	440	

North/South: Sepulveda Bl.
East/West: Olympic Bl.

	592	
182		88
86	**51**	184
2141		2563
77		118
174		246
	1296	

North/South: Barrington Av.
East/West: Pico Bl.

	611	
111		113
208	**59**	40
1328		874
61		22
169		49
	1304	

North/South: Westwood Bl.
East/West: Santa Monica Bl.

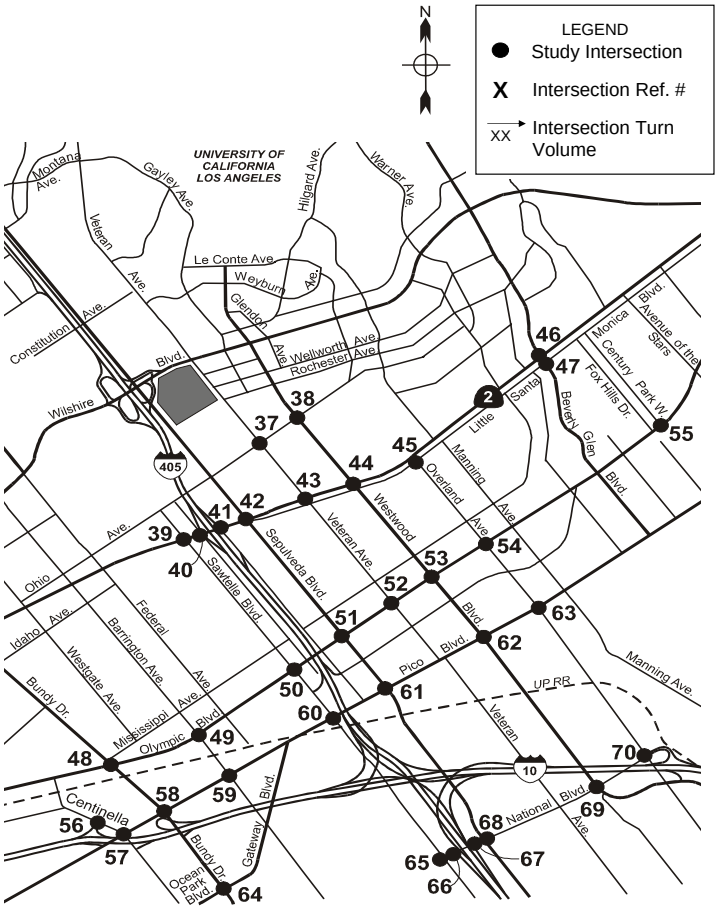
	924	
99		129
223	**44**	206
1901		1788
79		159
77		50
	1421	

North/South: Veteran Av.
East/West: Olympic Bl.

	65	
27		140
34	**52**	80
1840		2393
12		21
41		57
	216	

North/South: Sawtelle Bl.
East/West: Pico Bl.

	298	
58		81
75	**60**	74
1493		1135
70		81
208		432
	1029	



Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

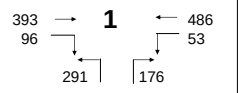
Los Angeles FBI Federal Building

Figure 12b

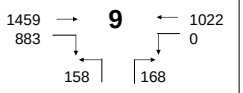
Future (2012) Growth Plus Related Projects - AM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

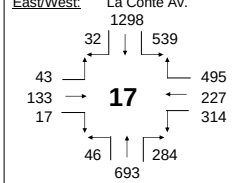
North/South: Roscomare Rd.
East/West: Mulholland Dr.



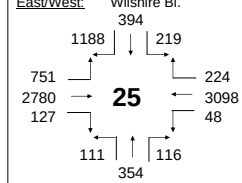
North/South: I-405 NB Ramps
East/West: Sunset Bl.



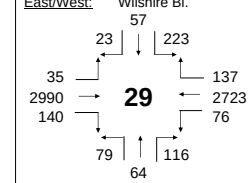
North/South: Gayley Av.
East/West: La Conte Av.



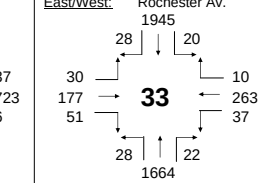
North/South: Gayley Av.
East/West: Wilshire Bl.



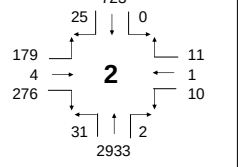
North/South: Selby Av.
East/West: Wilshire Bl.



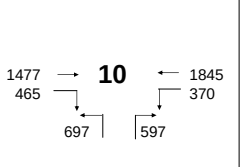
North/South: Westwood Bl.
East/West: Rochester Av.



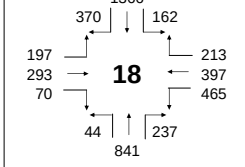
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



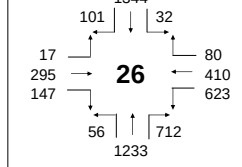
North/South: Veteran Ave.
East/West: Sunset Bl.



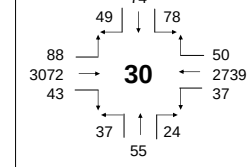
North/South: Gayley Av.
East/West: Weyburn Av.



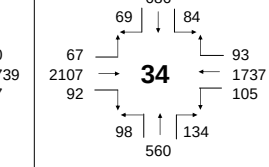
North/South: Westwood Bl.
East/West: Lindbrook Dr.



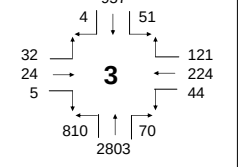
North/South: Warner Av.
East/West: Wilshire Bl.



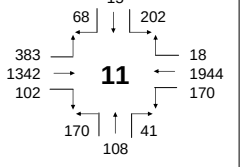
North/South: Barrington Av.
East/West: Santa Monica Bl.



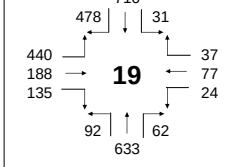
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



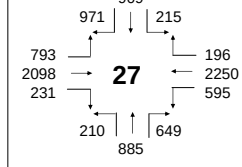
North/South: Bellagio Wy.
East/West: Sunset Bl.



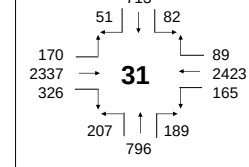
North/South: Hilgard Av.
East/West: La Conte Av.



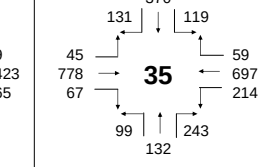
North/South: Westwood Bl.
East/West: Wilshire Bl.



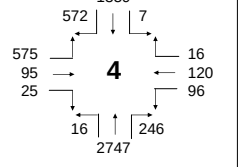
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



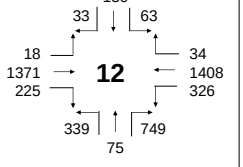
North/South: Sawtelle Bl.
East/West: Ohio Av.



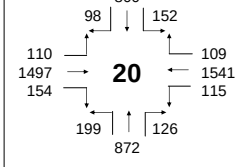
North/South: Sepulveda Bl.
East/West: Ovada Pl.



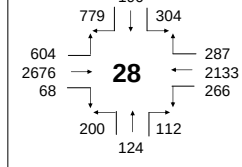
North/South: Hilgard
East/West: Sunset Bl.



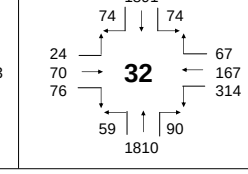
North/South: Bundy Dr.
East/West: Wilshire Bl.



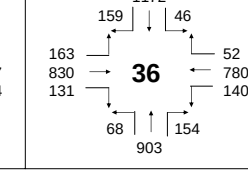
North/South: Glendon Av.
East/West: Wilshire Bl.



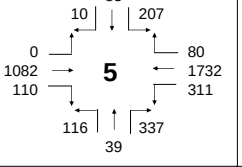
North/South: Westwood Bl.
East/West: Wellworth Av.



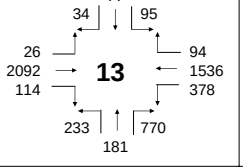
North/South: Sepulveda Bl.
East/West: Ohio Av.



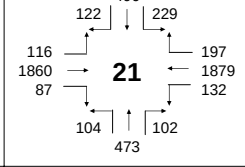
North/South: Barrington Av.
East/West: Sunset Bl.



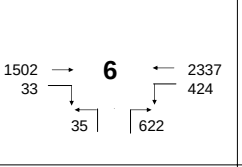
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



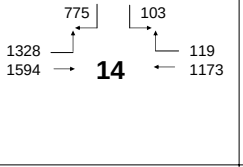
North/South: Barrington Av.
East/West: Wilshire Bl.



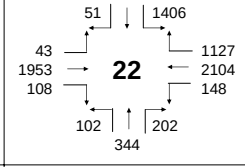
North/South: Barrington Pl.
East/West: Sunset Pl.



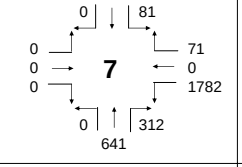
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



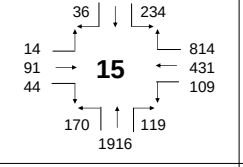
North/South: San Vicente/Federal
East/West: Wilshire Bl.



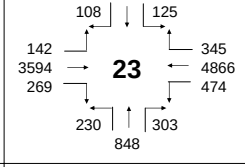
North/South: Church Ln.
East/West: I-405 SB Ramps



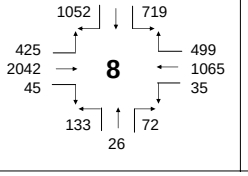
North/South: Sepulveda Bl.
East/West: Montana Av.



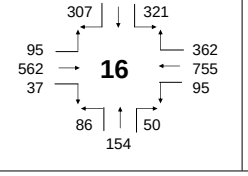
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



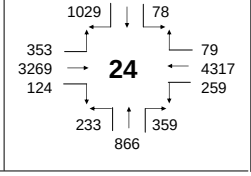
North/South: Church Ln.
East/West: Sunset Bl.

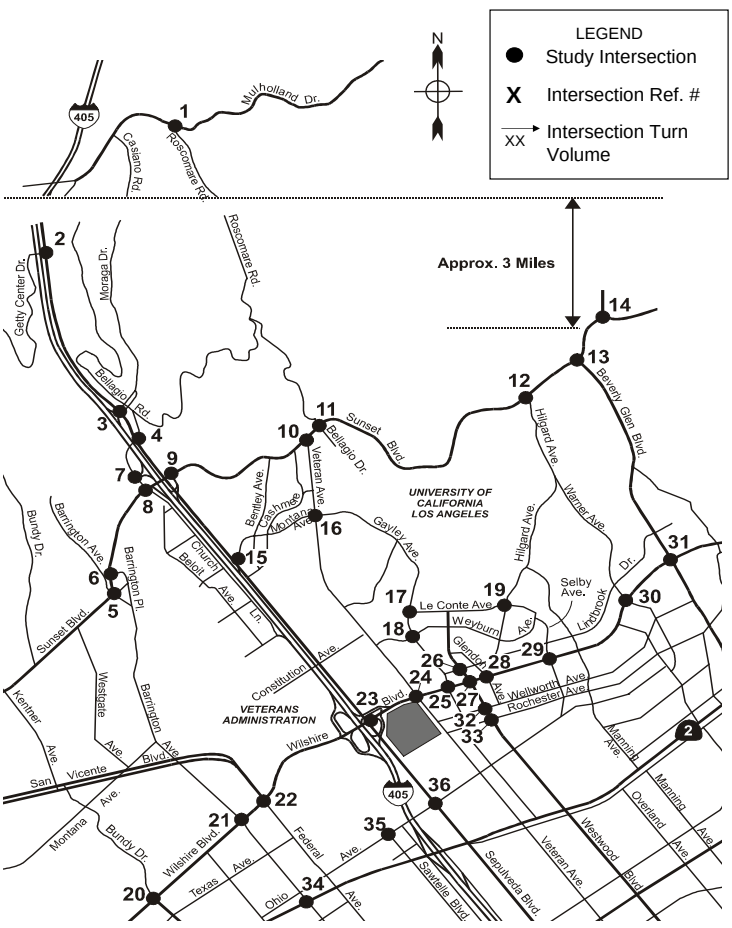


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

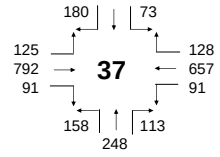
Los Angeles FBI Federal Building

Figure 13a

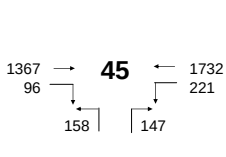
Future (2012) Growth Plus Related Projects - PM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

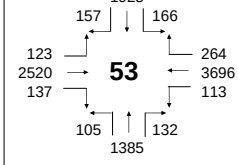
North/South: Veteran Av.
East/West: Ohio Av.



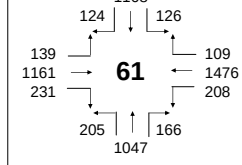
North/South: Overland Av.
East/West: Santa Monica Bl.



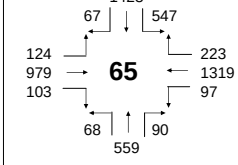
North/South: Westwood Bl.
East/West: Olympic Bl.



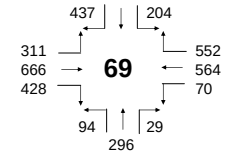
North/South: Sepulveda Bl.
East/West: Pico Bl.



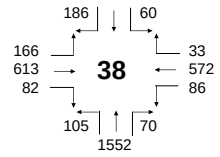
North/South: Sawtelle Bl.
East/West: National Bl.



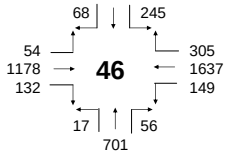
North/South: Westwood Bl.
East/West: National Bl.



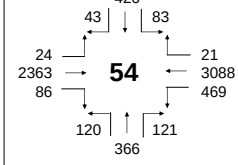
North/South: Westwood Bl.
East/West: Ohio Av.



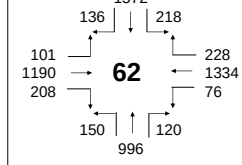
North/South: Beverly Glen Bl.
East/West: Santa Monica North



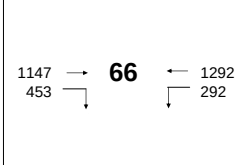
North/South: Overland Av.
East/West: Olympic Bl.



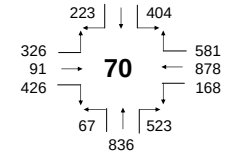
North/South: Westwood Bl.
East/West: Pico Bl.



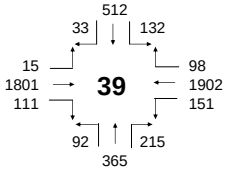
North/South: I-405 SB On Ramp
East/West: National Bl.



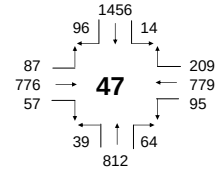
North/South: Overland Av.
East/West: I-10 WB Ramps



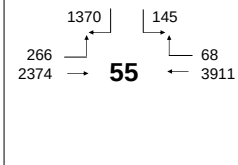
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



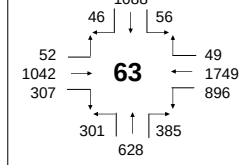
North/South: Beverly Glen Bl.
East/West: Santa Monica South



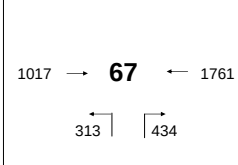
North/South: Century Park West
East/West: Olympic Bl.



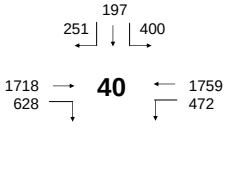
North/South: Overland Av.
East/West: Pico Bl.



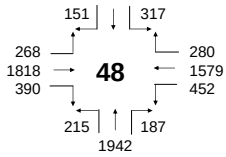
North/South: I-405 NB Off Ramp
East/West: National Bl.



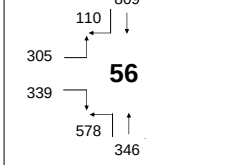
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



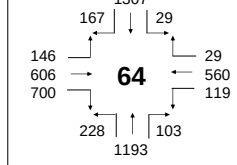
North/South: Bundy Dr.
East/West: Olympic Bl.



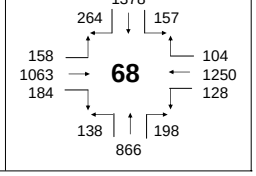
North/South: Centinela Av.
East/West: I-10 WB Ramps



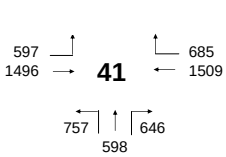
North/South: Bundy Dr.
East/West: Ocean Park Bl.



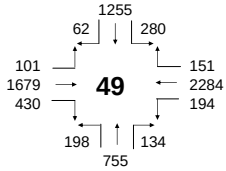
North/South: Sepulveda Bl.
East/West: National Bl.



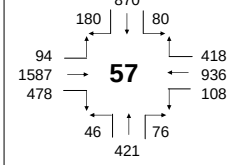
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



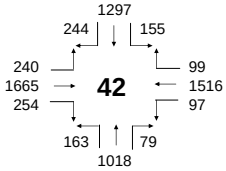
North/South: Barrington Av.
East/West: Olympic Bl.



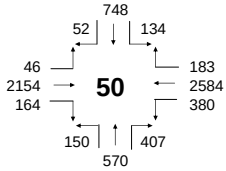
North/South: Centinela Av.
East/West: Pico Bl.



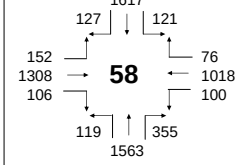
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



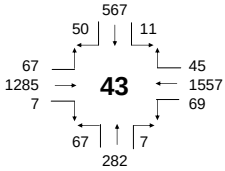
North/South: Sawtelle Bl.
East/West: Olympic Bl.



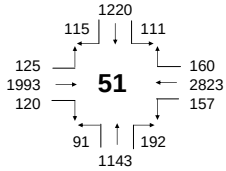
North/South: Bundy Dr.
East/West: Pico Bl.



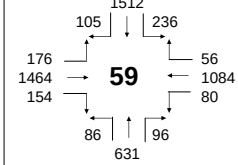
North/South: Veteran Av.
East/West: Santa Monica Bl.



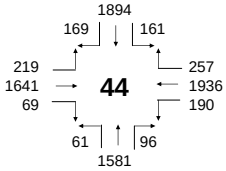
North/South: Sepulveda Bl.
East/West: Olympic Bl.



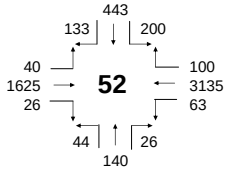
North/South: Barrington Av.
East/West: Pico Bl.



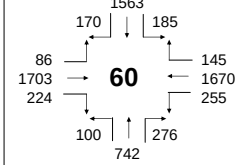
North/South: Westwood Bl.
East/West: Santa Monica Bl.

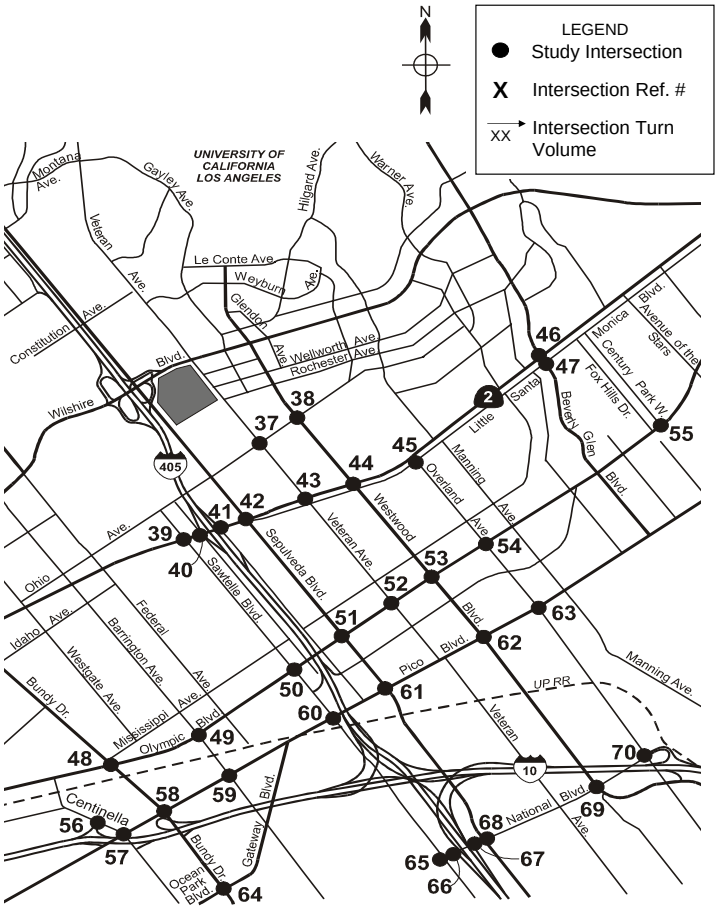


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 13b

Future (2012) Growth Plus Related Projects - PM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Roscomare Rd.
East/West: Mulholland Dr.

	722	
507	**1**	522
	141	195
	105	

North/South: I-405 NB Ramps
East/West: Sunset Bl.

	2288	
964	**9**	889
	505	0
	389	

North/South: Gayley Av.
East/West: La Conte Av.

	344	
	16 | 177	
46		118
161	**17**	94
12		245
	31 | 235	
	998	

North/South: Gayley Av.
East/West: Wilshire Bl.

	129	
	386 | 97	
590		211
3653	**25**	2908
245		58
	65 | 72	
	460	

North/South: Selby Av.
East/West: Wilshire Bl.

	43	
	54 | 131	
27		87
2175	**29**	3412
41		77
	100 | 110	
	91	

North/South: Westwood Bl.
East/West: Rochester Av.

	538	
	20 | 18	
16		17
28	**33**	27
32		26
	34 | 31	
	1323	

North/South: Sepulveda Bl.
East/West: Getty Center Dr.

	2726	
	133 | 12	
6		2
0	**2**	1
19		1
	252 | 10	
	466	

North/South: Veteran Ave.
East/West: Sunset Bl.

	2117	
207	**10**	1391
	62	398
	423	

North/South: Gayley Av.
East/West: Weyburn Av.

	590	
	133 | 37	
323		64
241	**18**	106
63		52
	26 | 87	
	952	

North/South: Westwood Bl.
East/West: Lindbrook Dr.

	449	
	32 | 8	
25		30
128	**26**	149
48		93
	0 | 315	
	1312	

North/South: Warner Av.
East/West: Wilshire Bl.

	94	
	132 | 100	
105		94
2594	**30**	2994
25		18
	106 | 39	
	76	

North/South: Barrington Av.
East/West: Santa Monica Bl.

	570	
	55 | 115	
49		73
1602	**34**	1607
69		83
	101 | 109	
	625	

North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB
2626

	1 | 114	
101		31
87	**3**	100
12		87
	140 | 65	
	588	

North/South: Bellagio Wy.
East/West: Sunset Bl.

	91	
	288 | 511	
330		31
2032	**11**	1463
121		69
	37 | 17	
	4	

North/South: Hilgard Av.
East/West: La Conte Av.

	292	
	424 | 6	
354		35
58	**19**	175
31		22
	49 | 6	
	571	

North/South: Westwood Bl.
East/West: Wilshire Bl.

	288	
	231 | 80	
582		223
2924	**27**	2914
149		198
	115 | 164	
	900	

North/South: Beverly Glen Bl.
East/West: Wilshire Bl.

	646	
	81 | 103	
134		82
2242	**31**	2462
279		147
	174 | 111	
	457	

North/South: Sawtelle Bl.
East/West: Ohio Av.

	92	
	28 | 37	
81		101
906	**35**	542
65		73
	80 | 165	
	357	

North/South: Sepulveda Bl.
East/West: Ovada Pl.

	1897	
	762 | 2	
119		3
57	**4**	143
26		103
	28 | 102	
	598	

North/South: Hilgard
East/West: Sunset Bl.

	112	
	39 | 40	
32		44
1133	**12**	1438
310		488
	212 | 140	
	44	

North/South: Bundy Dr.
East/West: Wilshire Bl.

	872	
	63 | 137	
80		73
1208	**20**	1549
119		127
	199 | 118	
	732	

North/South: Glendon Av.
East/West: Wilshire Bl.

	591	
	231 | 155	
328		222
2460	**28**	2371
317		74
	17 | 21	
	157	

North/South: Westwood Bl.
East/West: Wellworth Av.

	451	
	12 | 27	
36		100
84	**32**	80
63		84
	73 | 273	
	1348	

North/South: Sepulveda Bl.
East/West: Ohio Av.

	803	
	93 | 34	
202		56
837	**36**	584
97		100
	97 | 249	
	771	

North/South: Barrington Av.
East/West: Sunset Bl.

	78	
	8 | 217	
0		151
2018	**5**	2253
200		281
	185 | 300	
	39	

North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.

	109	
	24 | 104	
24		94
1098	**13**	2071
217		772
	125 | 576	
	95	

North/South: Barrington Av.
East/West: Wilshire Bl.

	404	
	73 | 232	
72		80
1723	**21**	1973
90		120
	148 | 125	
	389	

North/South: Barrington Pl.
East/West: Sunset Pl.

	2186	
114	**6**	2298
	57	301
	635	

North/South: Beverly Glen Bl. E
East/West: Sunset Bl.

	1068 | 171	
615		52
1212	**14**	1829

North/South: San Vicente/Federal
East/West: Wilshire Bl.

	305	
	43 | 1521	
19		1174
2024	**22**	2219
82		115
	99 | 129	
	228	

North/South: Church Ln.
East/West: I-405 SB Ramps

	643	
	0 | 235	
0		44
0	**7**	0
0		1615
	0 | 391	
	218	

North/South: Sepulveda Bl.
East/West: Montana Av.

	1089	
	103 | 525	
13		111
419	**15**	133
96		84
	116 | 618	
	380	

North/South: Sepulveda Bl.
East/West: Wilshire Bl.

	701	
	293 | 255	
82		67
3707	**23**	3706
286		151
	280 | 390	
	353	

North/South: Church Ln.
East/West: Sunset Bl.

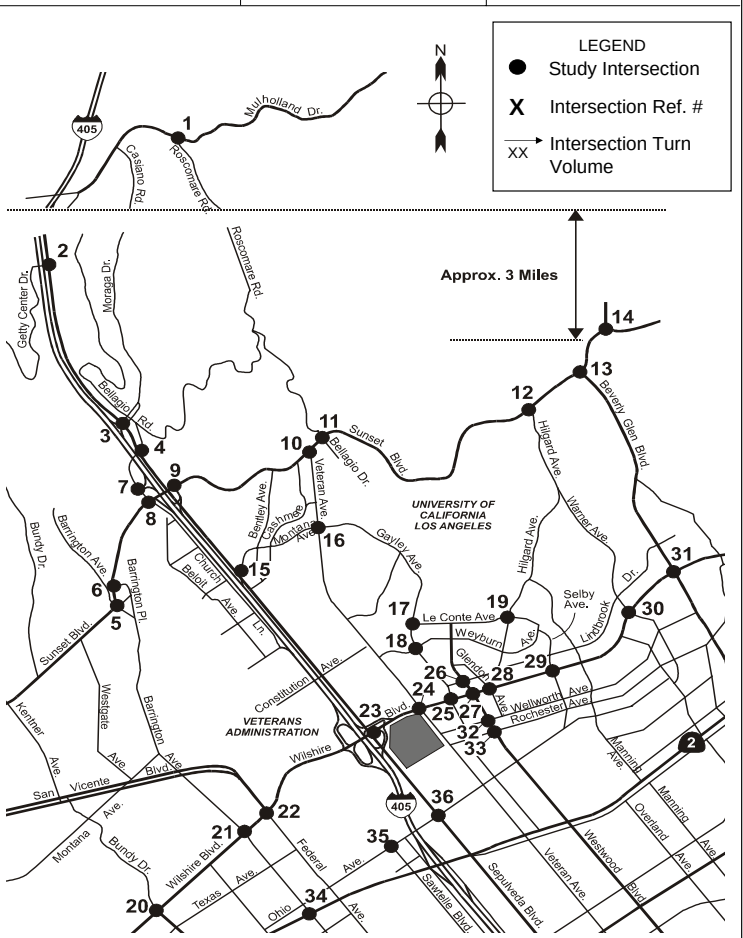
	214	
	1290 | 635	
216		377
2864	**8**	1146
68		8
	69 | 47	
	2	

North/South: Veteran Ave.
East/West: Gayley Av.

	409	
	53 | 224	
118		43
772	**16**	149
35		35
	40 | 68	
	258	

North/South: Veteran Ave.
East/West: Wilshire Bl.

	279	
	512 | 130	
576		52
4228	**24**	2709
261		95
	215 | 110	
	551	



Intersections 1 - 36

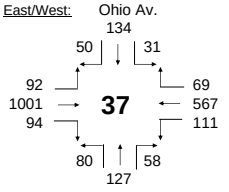
Katz, Okitsu & Associates
Planning & Engineering

West Los Angeles FBI Federal Building Figure 14a

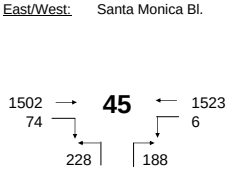
Future (2017) Ambient Growth AM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

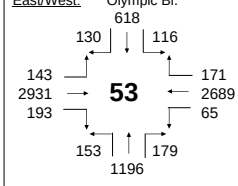
North/South: Veteran Av.
East/West: Ohio Av.



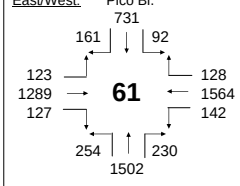
North/South: Overland Av.
East/West: Santa Monica Bl.



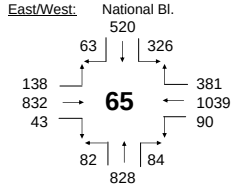
North/South: Westwood Bl.
East/West: Olympic Bl.



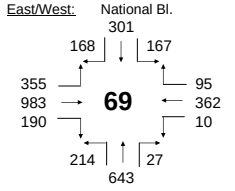
North/South: Sepulveda Bl.
East/West: Pico Bl.



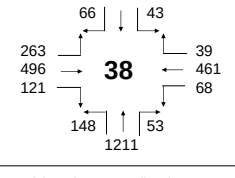
North/South: Sawtelle Bl.
East/West: National Bl.



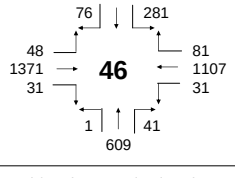
North/South: Westwood Bl.
East/West: National Bl.



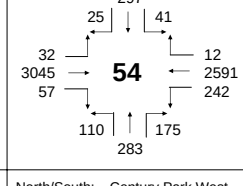
North/South: Westwood Bl.
East/West: Ohio Av.



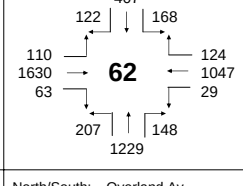
North/South: Beverly Glen Bl.
East/West: Santa Monica North



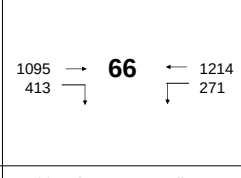
North/South: Overland Av.
East/West: Olympic Bl.



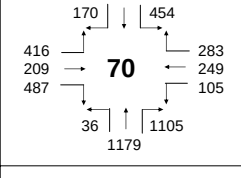
North/South: Westwood Bl.
East/West: Pico Bl.



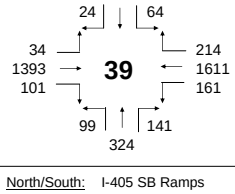
North/South: I-405 SB On Ramp
East/West: National Bl.



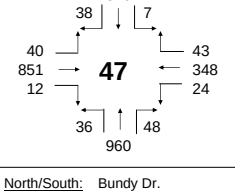
North/South: Overland Av.
East/West: I-10 WB Ramps



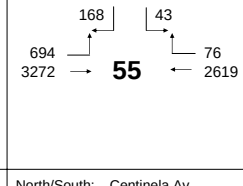
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



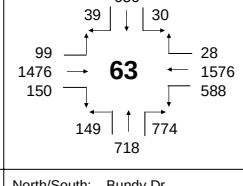
North/South: Beverly Glen Bl.
East/West: Santa Monica South



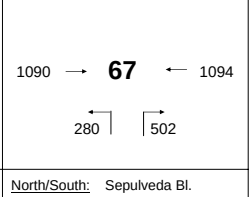
North/South: Century Park West
East/West: Olympic Bl.



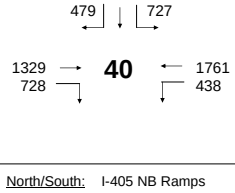
North/South: Overland Av.
East/West: Pico Bl.



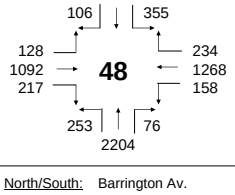
North/South: I-405 NB Off Ramp
East/West: National Bl.



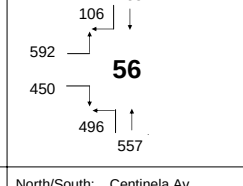
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



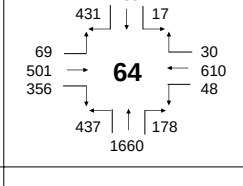
North/South: Bundy Dr.
East/West: Olympic Bl.



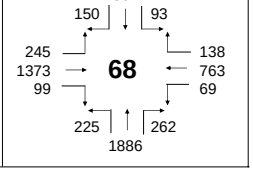
North/South: Centinela Av.
East/West: I-10 WB Ramps



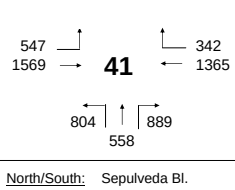
North/South: Bundy Dr.
East/West: Ocean Park Bl.



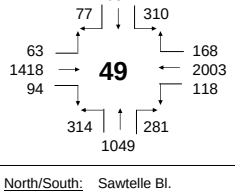
North/South: Sepulveda Bl.
East/West: National Bl.



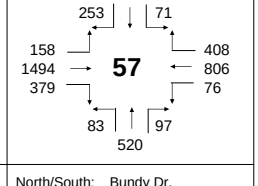
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



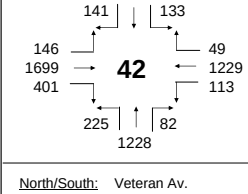
North/South: Barrington Av.
East/West: Olympic Bl.



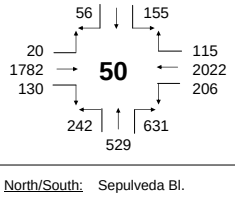
North/South: Centinela Av.
East/West: Pico Bl.



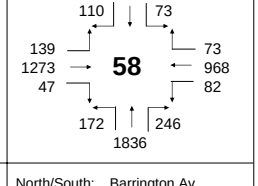
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



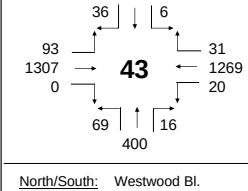
North/South: Sawtelle Bl.
East/West: Olympic Bl.



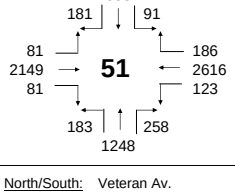
North/South: Bundy Dr.
East/West: Pico Bl.



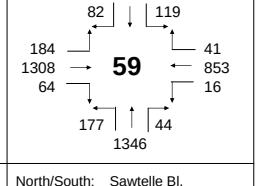
North/South: Veteran Av.
East/West: Santa Monica Bl.



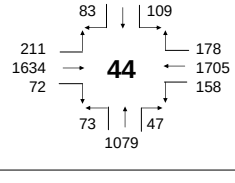
North/South: Sepulveda Bl.
East/West: Olympic Bl.



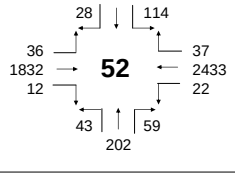
North/South: Barrington Av.
East/West: Pico Bl.



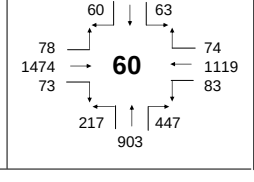
North/South: Westwood Bl.
East/West: Santa Monica Bl.

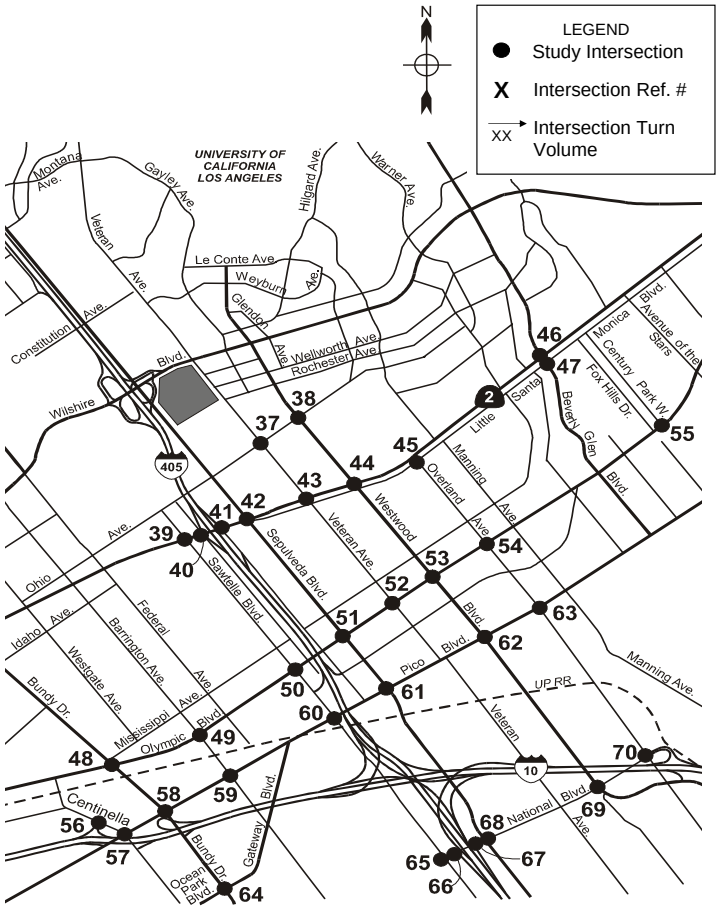


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

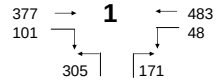
West Los Angeles FBI Federal Building

Figure 14b

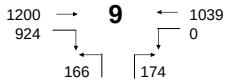
Future (2017) Ambient Growth AM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

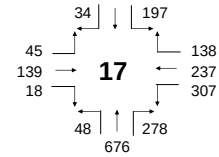
North/South: Roscomare Rd.
East/West: Mulholland Dr.



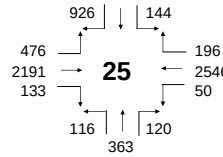
North/South: I-405 NB Ramps
East/West: Sunset Bl.



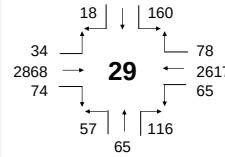
North/South: Gayley Av.
East/West: La Conte Av.
1304



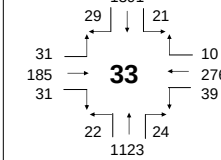
North/South: Gayley Av.
East/West: Wilshire Bl.
408



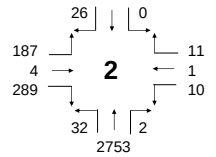
North/South: Selby Av.
East/West: Wilshire Bl.
55



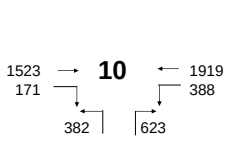
North/South: Westwood Bl.
East/West: Rochester Av.
1391



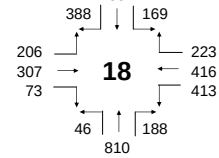
North/South: Sepulveda Bl.
East/West: Getty Center Dr.
492



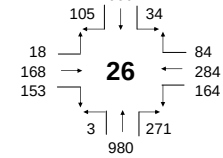
North/South: Veteran Ave.
East/West: Sunset Bl.



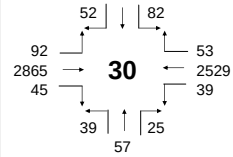
North/South: Gayley Av.
East/West: Weyburn Av.
1352



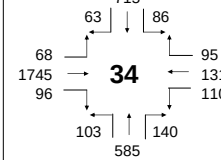
North/South: Westwood Bl.
East/West: Lindbrook Dr.
990



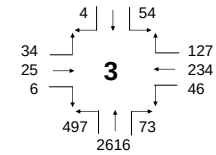
North/South: Warner Av.
East/West: Wilshire Bl.
77



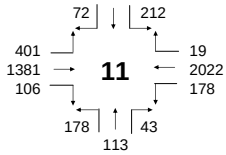
North/South: Barrington Av.
East/West: Santa Monica Bl.
715



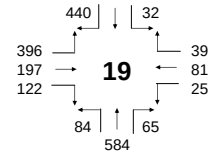
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB
737



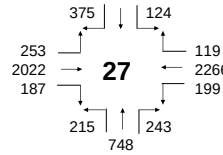
North/South: Bellagio Wy.
East/West: Sunset Bl.
16



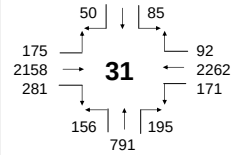
North/South: Hilgard Av.
East/West: La Conte Av.
666



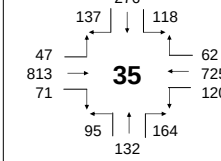
North/South: Westwood Bl.
East/West: Wilshire Bl.
788



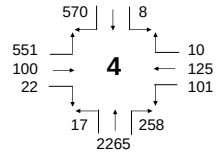
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.
744



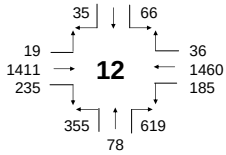
North/South: Sawtelle Bl.
East/West: Ohio Av.
276



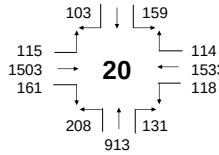
North/South: Sepulveda Bl.
East/West: Ovada Pl.
1186



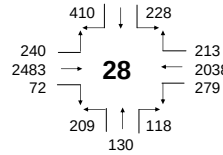
North/South: Hilgard
East/West: Sunset Bl.
157



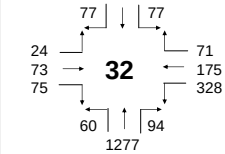
North/South: Bundy Dr.
East/West: Wilshire Bl.
838



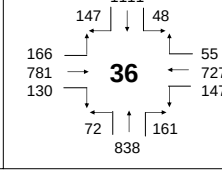
North/South: Glendon Av.
East/West: Wilshire Bl.
205



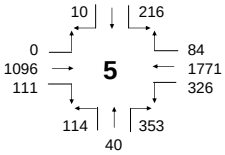
North/South: Westwood Bl.
East/West: Wellworth Av.
1338



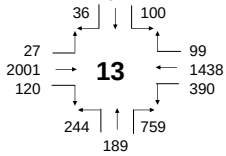
North/South: Sepulveda Bl.
East/West: Ohio Av.
1111



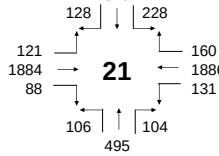
North/South: Barrington Av.
East/West: Sunset Bl.
87



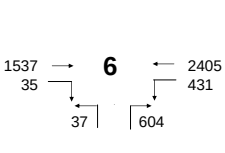
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.
81



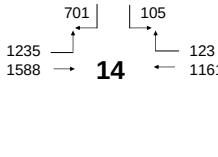
North/South: Barrington Av.
East/West: Wilshire Bl.
520



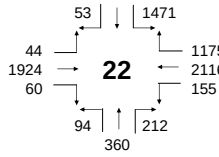
North/South: Barrington Pl.
East/West: Sunset Pl.



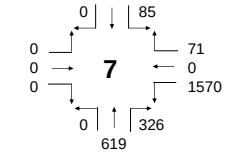
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



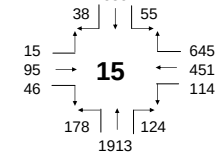
North/South: San Vicente/Federal
East/West: Wilshire Bl.
368



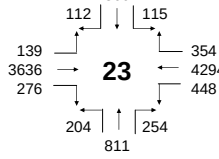
North/South: Church Ln.
East/West: I-405 SB Ramps
310



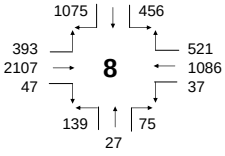
North/South: Sepulveda Bl.
East/West: Montana Av.
385



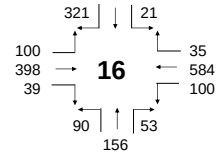
North/South: Sepulveda Bl.
East/West: Wilshire Bl.
366



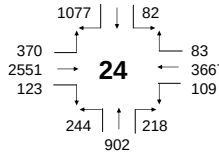
North/South: Church Ln.
East/West: Sunset Bl.
112

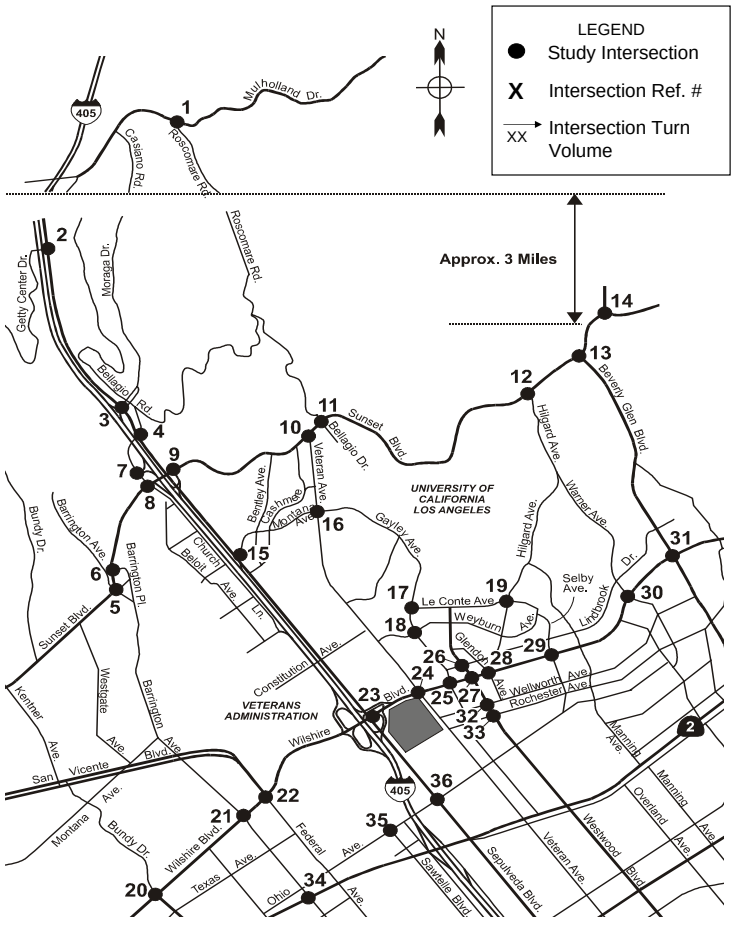


North/South: Veteran Ave.
East/West: Gayley Av.
676



North/South: Veteran Ave.
East/West: Wilshire Bl.
470





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

West Los Angeles FBI Federal Building

Figure 15a

Future (2017) Ambient Growth PM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Veteran Av.
East/West: Ohio Av.

	234	
	99 76	
43	**37**	131
829		688
95		95
	166 119	
	193	

North/South: Overland Av.
East/West: Santa Monica Bl.

1247	**45**	1409
99		228
	156 148	

North/South: Westwood Bl.
East/West: Olympic Bl.

	1444	
	159 165	
125	**53**	269
2535		3735
127		114
	101 134	
	908	

North/South: Sepulveda Bl.
East/West: Pico Bl.

	1146	
	120 127	
119	**61**	111
1122		1473
205		205
	207 160	
	1046	

North/South: Sawtelle Bl.
East/West: National Bl.

	1380	
	71 507	
130	**65**	222
1025		1381
108		99
	72 92	
	492	

North/South: Westwood Bl.
East/West: National Bl.

	816	
	457 186	
326	**69**	152
663		579
446		73
	99 30	
	291	

North/South: Westwood Bl.
East/West: Ohio Av.

	1322	
	195 63	
174	**38**	35
642		599
86		90
	106 73	
	999	

North/South: Beverly Glen Bl.
East/West: Santa Monica North

	1193	
	71 253	
54	**46**	277
991		1315
123		156
	15 58	
	673	

North/South: Overland Av.
East/West: Olympic Bl.

	441	
	43 87	
25	**54**	22
2356		3089
90		346
	125 125	
	367	

North/South: Westwood Bl.
East/West: Pico Bl.

	1072	
	142 205	
105	**62**	123
1172		1347
217		80
	157 125	
	599	

North/South: I-405 SB On Ramp
East/West: National Bl.

1163	**66**	1336
444		251

North/South: Overland Av.
East/West: I-10 WB Ramps

	1562	
	233 419	
342	**70**	482
88		482
391		176
	71 548	
	871	

North/South: Sawtelle Bl.
East/West: Santa Monica Bl.

	394	
	27 71	
16	**39**	99
1431		1509
69		156
	86 225	
	280	

North/South: Beverly Glen Bl.
East/West: Santa Monica South

	1449	
	101 15	
91	**47**	218
812		815
59		100
	40 67	
	785	

North/South: Century Park West
East/West: Olympic Bl.

	1250 90	
267	**55**	67
2345		3968

North/South: Overland Av.
East/West: Pico Bl.

	991	
	48 58	
55	**63**	52
1029		1780
287		917
	202 334	
	642	

North/South: I-405 NB Off Ramp
East/West: National Bl.

1027	**67**	1776
	325 432	

North/South: I-405 SB Ramps
East/West: Santa Monica Bl.

	206	
	161 383	
1553	**40**	1455
380		384

North/South: Bundy Dr.
East/West: Olympic Bl.

	1264	
	108 332	
226	**48**	293
1651		1337
354		321
	175 69	
	2032	

North/South: Centinela Av.
East/West: I-10 WB Ramps

	847	
	115	
319	**56**	
355		
	600	
	362	

North/South: Bundy Dr.
East/West: Ocean Park Bl.

	1301	
	175 30	
152	**64**	30
634		586
732		122
	239 108	
	1189	

North/South: Sepulveda Bl.
East/West: National Bl.

	1371	
	222 165	
143	**68**	109
1075		1297
193		134
	144 207	
	857	

North/South: I-405 NB Ramps
East/West: Santa Monica Bl.

516		455
1394	**41**	1287
	588 635	
	626	

North/South: Barrington Av.
East/West: Olympic Bl.

	1312	
	65 291	
105	**49**	158
1668		2259
447		196
	205 130	
	791	

North/South: Centinela Av.
East/West: Pico Bl.

	911	
	188 84	
99	**57**	433
1569		870
501		113
	48 80	
	440	

North/South: Sepulveda Bl.
East/West: Santa Monica Bl.

	1248	
	147 142	
224	**42**	91
1558		1152
265		99
	159 74	
	991	

North/South: Sawtelle Bl.
East/West: Olympic Bl.

	607	
	44 137	
47	**50**	192
2175		2584
171		398
	157 426	
	485	

North/South: Bundy Dr.
East/West: Pico Bl.

	1571	
	67 104	
101	**58**	59
1336		1017
111		77
	124 356	
	1538	

North/South: Veteran Av.
East/West: Santa Monica Bl.

	523	
	41 9	
63	**43**	46
1174		1224
0		71
	63 6	
	236	

North/South: Sepulveda Bl.
East/West: Olympic Bl.

	1185	
	105 109	
118	**51**	167
2017		2848
125		165
	95 200	
	1117	

North/South: Barrington Av.
East/West: Pico Bl.

	1575	
	105 248	
177	**59**	58
1469		1043
161		81
	90 99	
	655	

North/South: Westwood Bl.
East/West: Santa Monica Bl.

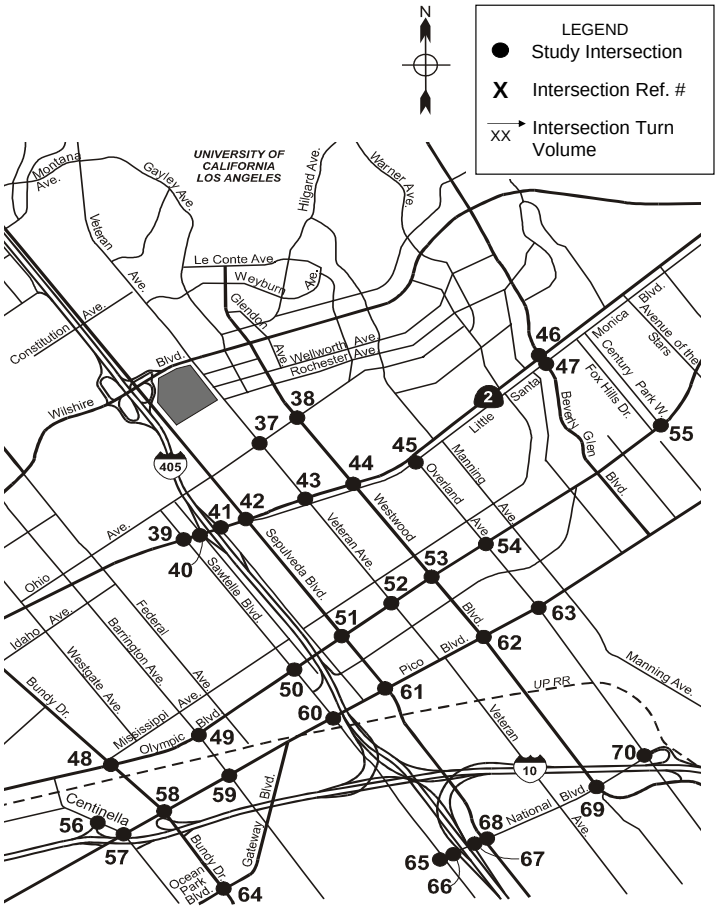
	1408	
	139 115	
190	**44**	220
1589		1665
65		195
	57 96	
	1113	

North/South: Veteran Av.
East/West: Olympic Bl.

	432	
	139 160	
41	**52**	65
1625		3173
27		66
	46 27	
	119	

North/South: Sawtelle Bl.
East/West: Pico Bl.

	1466	
	178 187	
90	**60**	143
1718		1653
234		262
	104 287	
	674	



Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

West Los Angeles FBI Federal Building

Figure 15b

Future (2017) Ambient Growth PM Peak Hour Turn Volumes

E. Related Projects (Year 2017)

The same area of influence and number of related projects are included in this scenario as in Phase 1 (Year 2012). The same 72 projects included in Table 3 were considered to potentially contribute measurable traffic volumes to the study area during the Phase 2 (Year 2017) analysis period. As shown in Table 3, the trip generation of each related project is included to the future period analysis (Year 2017).

The related area projects were again separated into zones that were included in the TRAFFIX model used in the preparation of this analysis. The related project traffic was added to the surrounding street system using the same methodology as mentioned above. In addition, the additional traffic estimated to be generated by the existing 11000 Wilshire Boulevard building assuming it will be at capacity in the future in also included. The same related projects trip assignment illustrated in Figures 10a-10b and 11a-11b are included under this scenario.

F. Peak Hour Intersection Level of Service (Year 2017)

To analyze future conditions (Year 2017) with related projects, intersection turn volumes with ambient growth and related projects traffic were input into the TRAFFIX analysis program and processed with the Circular 212 Planning method.

Table 6 summarizes the LOS of the study area intersections under this scenario.

Table 6 – Intersection Performance -
Ambient Growth and Related Projects Conditions (Year 2017)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.765	C	0.635	B
2. Sepulveda Bl & Getty Ctr Dr	1.119	F	1.166	F
3. Sepulveda Bl & Moraga Dr/I-405	1.285	F	1.056	F
4. Sepulveda Bl & Church Ln	1.125	F	1.289	F
5. Barrington Av & Sunset Bl	1.130	F	0.911	E
6. Barrington Pl & Sunset Bl	1.203	F	1.022	F
7. Church Ln & I-405 SB Ramps	0.969	E	0.953	E
8. Church Ln & Sunset Bl	1.011	F	0.979	E
9. I-405 NB Ramps & Sunset Bl	1.068	F	0.666	B
10. Veteran Av & Sunset Bl	1.345	F	1.346	F
11. Bellagio & Sunset Bl	1.013	F	1.263	F
12. Hilgard Av & Sunset Bl	1.119	F	1.251	F
13. Beverly Glen Bl (West) & Sunset Bl	1.557	F	1.697	F
14. Beverly Glen (East) & Sunset Bl	1.168	F	1.381	F
15. Sepulveda Bl & Montana Av	1.205	F	1.337	F

DRAFT

Table 6 – Intersection Performance - Ambient Growth and Related Projects Conditions (Year 2017) (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
16. Veteran & Gayley	1.243	F	1.670	F
17. Gayley Av & Le Conte Av	0.893	D	0.972	E
18. Gayley Av & Weyburn Av	0.664	B	1.110	F
19. Hilgard Av & Le Conte Av	0.689	B	0.837	D
20. Bundy Dr & Wilshire Bl	1.020	F	1.059	F
21. Barrington Av & Wilshire Bl	0.995	E	1.000	E
22. San Vicente/Federal & Wilshire	1.276	F	1.253	F
23. Sepulveda Bl & Wilshire Bl	1.544	F	1.552	F
24. Veteran Av & Wilshire Bl	1.233	F	1.442	F
25. Gayley Av & Wilshire Bl	1.121	F	1.374	F
26. Westwood Bl & Lindbrook Dr	0.811	D	1.137	F
27. Westwood Bl & Wilshire Bl	1.332	F	1.219	F
28. Glendon Av & Wilshire Bl	1.057	F	1.183	F
29. Selby Av & Wilshire Bl	1.033	F	0.980	E
30. Warner Av & Wilshire Bl	0.923	E	0.804	D
31. Beverly Glen Bl & Wilshire Bl	1.092	F	1.100	F
32. Westwood Bl & Wellworth Av	0.730	C	1.015	F
33. Westwood Bl & Rochester Av	0.613	B	0.842	D
34. Barrington Av & Santa Monica Bl	0.908	E	1.068	F
35. Sawtelle Bl & Ohio Av	1.203	F	1.043	F
36. Sepulveda Bl & Ohio Av	1.040	F	1.160	F
37. Veteran Av & Ohio Av	0.964	E	1.066	F
38. Westwood Bl & Ohio Av	0.985	E	1.149	F
39. Sawtelle Bl & Santa Monica Bl	0.951	E	0.992	E
40. I-405 SB Ramps & Santa Monica	1.199	F	0.874	D
41. I-405 NB Ramps & Santa Monica	1.057	F	1.137	F
42. Sepulveda Bl & Santa Monica Bl	1.079	F	1.070	F
43. Veteran Av & Santa Monica Bl	0.708	C	0.871	D
44. Westwood Bl & Santa Monica Bl	1.087	F	1.214	F
45. Overland Av & Santa Monica Bl	0.545	A	0.557	A
46. Beverly Glen Bl & Santa Monica	0.732	C	0.814	D
47. Beverly Glen & Santa Monica South	0.929	E	1.101	F
48. Bundy Dr & Olympic Bl	1.431	F	1.501	F
49. Barrington Av & Olympic Bl	1.092	F	1.149	F
50. Sawtelle Bl & Olympic Bl	1.373	F	1.496	F

DRAFT

Table 6 – Intersection Performance - Ambient Growth and Related Projects Conditions (Year 2017) (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
51. Sepulveda Bl & Olympic Bl	1.061	F	1.080	F
52. Veteran Av & Olympic Bl	0.673	B	0.929	E
53. Westwood Bl & OIympic Bl	1.379	F	1.499	F
54. Overland Av & Olympic Bl	1.177	F	1.245	F
55. Century Park West & Olympic Bl	0.964	E	1.467	F
56. Centinela Av & I-10 WB Ramps	0.990	E	1.152	F
57. Centinela Av & Pico Bl	0.990	E	1.085	F
58. Bundy Dr & Pico Bl	0.957	E	1.064	F
59. Barrington Av & Pico Bl	0.954	E	1.130	F
60. Sawtelle Bl & Pico Bl	0.975	E	1.227	F
61. Sepulveda Bl & Pico Bl	1.066	F	0.955	E
62. Westwood Bl & Pico Bl	1.035	F	1.063	F
63. Overland Av & Pico Bl	1.091	F	1.154	F
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.868	D	1.134	F
65. Sawtelle Bl & National Bl	1.111	F	1.139	F
66. I-405 SB On Ramp & National Bl	0.649	B	0.690	B
67. I-405 NB Off Ramp & National Bl	0.703	C	0.832	D
68. Sepulveda Bl & National Bl	1.230	F	1.238	F
69. Westwood Bl & National Bl	0.969	E	1.416	F
70. Overland Av & I-10 WB Ramps/National Bl	1.387	F	1.397	F

With the application of the ambient growth (11%) and, the addition of traffic from area/related projects and adding the maximum potential growth of 815 employees to the existing building, the following are the remaining seven study intersections that are projected to operate at an acceptable level of service:

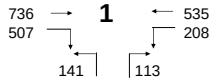
- Roscomare Road and Mulholland Drive
- Hilgard Avenue and Le Conte Avenue
- Westwood Boulevard and Rochester Avenue
- Veteran Avenue and Santa Monica Boulevard
- Overland Avenue and Santa Monica Boulevard
- Beverly Glen Boulevard and Santa Monica Boulevard
- I-405 SB On-Ramp and National Boulevard
- I-405 NB Off-Ramp and National Boulevard

The remaining 62 of the 70 study intersections are projected to continue to operate at poor levels of service (LOS E or worse).

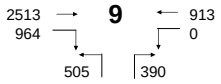
The morning and afternoon peak-hour traffic volumes for this scenario are provided in Figures 16a-16b and 17a-17b, respectively. The traffic analysis worksheets for this scenario are provided in Appendix E of this report.

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

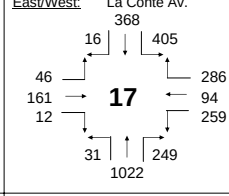
North/South: Roscomare Rd.
East/West: Mulholland Dr.



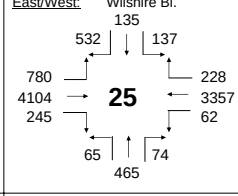
North/South: I-405 NB Ramps
East/West: Sunset Bl.



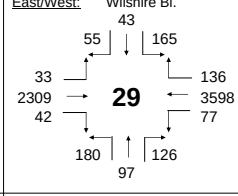
North/South: Gayley Av.
East/West: La Conte Av.



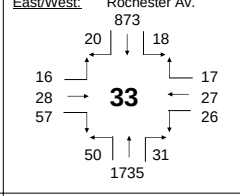
North/South: Gayley Av.
East/West: Wilshire Bl.



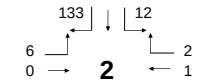
North/South: Selby Av.
East/West: Wilshire Bl.



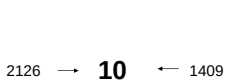
North/South: Westwood Bl.
East/West: Rochester Av.



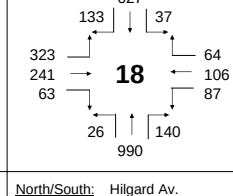
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



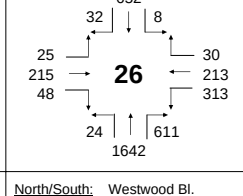
North/South: Veteran Ave.
East/West: Sunset Bl.



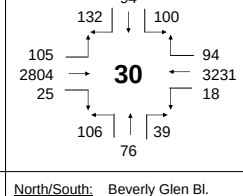
North/South: Gayley Av.
East/West: Weyburn Av.



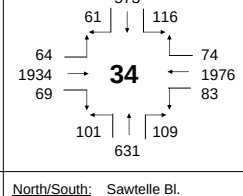
North/South: Westwood Bl.
East/West: Lindbrook Dr.



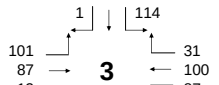
North/South: Warner Av.
East/West: Wilshire Bl.



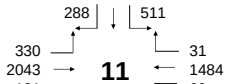
North/South: Barrington Av.
East/West: Santa Monica Bl.



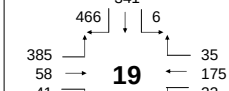
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



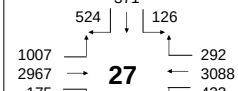
North/South: Bellagio Wy.
East/West: Sunset Bl.



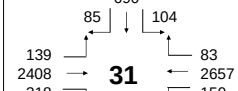
North/South: Hilgard Av.
East/West: La Conte Av.



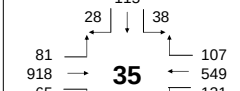
North/South: Westwood Bl.
East/West: Wilshire Bl.



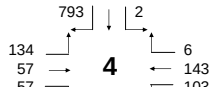
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



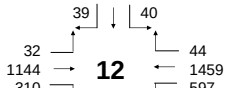
North/South: Sawtelle Bl.
East/West: Ohio Av.



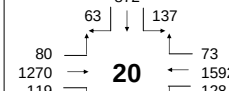
North/South: Sepulveda Bl.
East/West: Ovada Pl.



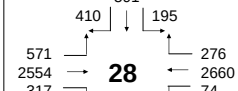
North/South: Hilgard
East/West: Sunset Bl.



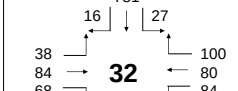
North/South: Bundy Dr.
East/West: Wilshire Bl.



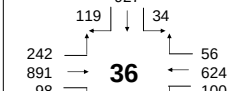
North/South: Glendon Av.
East/West: Wilshire Bl.



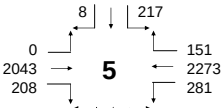
North/South: Westwood Bl.
East/West: Wellworth Av.



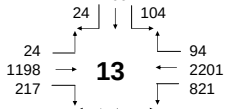
North/South: Sepulveda Bl.
East/West: Ohio Av.



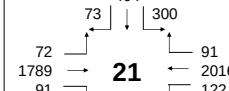
North/South: Barrington Av.
East/West: Sunset Bl.



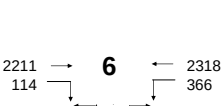
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



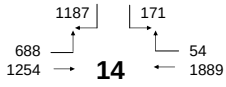
North/South: Barrington Av.
East/West: Wilshire Bl.



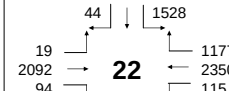
North/South: Barrington Pl.
East/West: Sunset Pl.



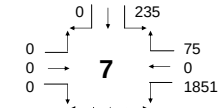
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



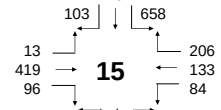
North/South: San Vicente/Federal
East/West: Wilshire Bl.



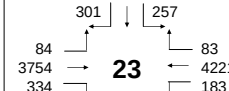
North/South: Church Ln.
East/West: I-405 SB Ramps



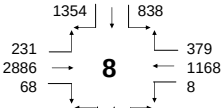
North/South: Sepulveda Bl.
East/West: Montana Av.



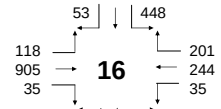
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



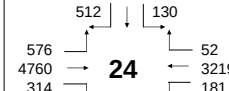
North/South: Church Ln.
East/West: Sunset Bl.

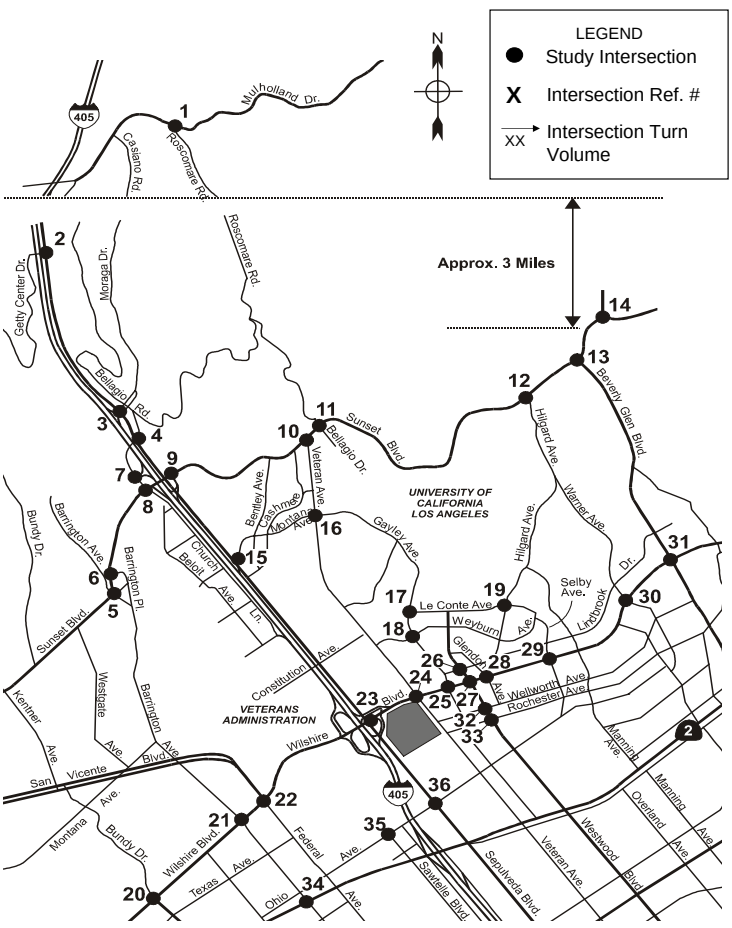


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

West Los Angeles FBI Federal Building Figure 16a

Future (2017) Growth and Related Projects AM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Veteran Av.
East/West: Ohio Av.

	182	
	90 → 31	
146 →	**37**	← 90
1001 →		← 567
94 →		← 111
	80 ↑ 58	
	199	

North/South: Overland Av.
East/West: Santa Monica Bl.

1867 →	**45**	← 1725
80 →		← 10
	230 ↑ 190	

North/South: Westwood Bl.
East/West: Olympic Bl.

	940	
	133 → 124	
148 →	**53**	← 181
3022 →		← 2771
218 →		← 73
	182 ↑ 184	
	1584	

North/South: Sepulveda Bl.
East/West: Pico Bl.

	791	
	182 → 95	
140 →	**61**	← 133
1343 →		← 1655
132 →		← 155
	290 ↑ 243	
	1585	

North/South: Sawtelle Bl.
East/West: National Bl.

	571	
	63 → 349	
138 →	**65**	← 469
832 →		← 1039
43 →		← 97
	82 ↑ 91	
	912	

North/South: Westwood Bl.
East/West: National Bl.

	601	
	168 → 202	
355 →	**69**	← 428
991 →		← 420
197 →		← 10
	214 ↑ 27	
	681	

North/South: Westwood Bl.
East/West: Ohio Av.

	918	
	66 → 43	
263 →	**38**	← 39
496 →		← 461
121 →		← 68
	169 ↑ 53	
	1639	

North/South: Beverly Glen Bl.
East/West: Santa Monica North

	807	
	78 → 325	
48 →	**46**	← 91
1729 →		← 1344
32 →		← 31
	10 ↑ 41	
	647	

North/South: Overland Av.
East/West: Olympic Bl.

	306	
	25 → 41	
33 →	**54**	← 12
3147 →		← 2691
57 →		← 275
	110 ↑ 176	
	285	

North/South: Westwood Bl.
East/West: Pico Bl.

	742	
	122 → 181	
110 →	**62**	← 194
1668 →		← 1129
63 →		← 29
	207 ↑ 148	
	1600	

North/South: I-405 SB On Ramp
East/West: National Bl.

1110 →	**66**	← 1309
428 →		← 301

North/South: Overland Av.
East/West: I-10 WB Ramps

	1019	
	170 → 454	
416 →	**70**	← 526
217 →		← 640
522 →		← 105
	36 ↑ 1105	
	1187	

North/South: Sawtelle Bl.
East/West: Santa Monica Bl.

	218	
	25 → 78	
40 →	**39**	← 274
1708 →		← 1985
120 →		← 173
	115 ↑ 141	
	490	

North/South: Beverly Glen Bl.
East/West: Santa Monica South

	917	
	38 → 7	
40 →	**47**	← 43
851 →		← 348
12 →		← 24
	36 ↑ 48	
	1007	

North/South: Century Park West
East/West: Olympic Bl.

	209 → 57	
886 →	**55**	← 140
3352 →		← 2728

North/South: Overland Av.
East/West: Pico Bl.

	698	
	39 → 30	
99 →	**63**	← 28
1514 →		← 1643
163 →		← 619
	234 ↑ 933	
	721	

North/South: I-405 NB Off Ramp
East/West: National Bl.

1105 →	**67**	← 1183
	316 ↑ 569	

North/South: I-405 SB Ramps
East/West: Santa Monica Bl.

	260	
	581 → 982	
1529 →	**40**	← 2106
857 →		← 483

North/South: Bundy Dr.
East/West: Olympic Bl.

	905	
	151 → 355	
157 →	**48**	← 234
1276 →		← 1409
246 →		← 177
	298 ↑ 109	
	2209	

North/South: Centinela Av.
East/West: I-10 WB Ramps

	458	
	106 ↓	
592 →	**56**	
450 →		
	501 ↑	
	557	

North/South: Bundy Dr.
East/West: Ocean Park Bl.

	811	
	431 → 17	
69 →	**64**	← 30
501 →		← 610
356 →		← 50
	437 ↑ 182	
	1699	

North/South: Sepulveda Bl.
East/West: National Bl.

	549	
	180 → 93	
312 →	**68**	← 138
1388 →		← 821
99 →		← 69
	225 ↑ 262	
	1951	

North/South: I-405 NB Ramps
East/West: Santa Monica Bl.

	260	
605 →		← 409
1966 →	**41**	← 1523
	1035 ↑ 997	
	558	

North/South: Barrington Av.
East/West: Olympic Bl.

	634	
	77 → 310	
63 →	**49**	← 171
1571 →		← 2119
101 →		← 158
	321 ↑ 321	
	1053	

North/South: Centinela Av.
East/West: Pico Bl.

	598	
	253 → 71	
158 →	**57**	← 413
1556 →		← 861
379 →		← 76
	83 ↑ 97	
	520	

North/South: Sepulveda Bl.
East/West: Santa Monica Bl.

	862	
	173 → 141	
258 →	**42**	← 66
2092 →		← 1420
401 →		← 121
	227 ↑ 84	
	1344	

North/South: Sawtelle Bl.
East/West: Olympic Bl.

	549	
	58 → 156	
29 →	**50**	← 118
1879 →		← 2090
130 →		← 206
	242 ↑ 631	
	699	

North/South: Bundy Dr.
East/West: Pico Bl.

	1279	
	118 → 85	
150 →	**58**	← 91
1324 →		← 1020
47 →		← 105
	172 ↑ 293	
	1890	

North/South: Veteran Av.
East/West: Santa Monica Bl.

	260	
	41 → 9	
102 →	**43**	← 35
1675 →		← 1454
6 →		← 23
	75 ↑ 18	
	458	

North/South: Sepulveda Bl.
East/West: Olympic Bl.

	616	
	190 → 92	
90 →	**51**	← 192
2237 →		← 2679
81 →		← 123
	183 ↑ 258	
	1352	

North/South: Barrington Av.
East/West: Pico Bl.

	639	
	115 → 119	
217 →	**59**	← 41
1386 →		← 912
64 →		← 23
	177 ↑ 51	
	1364	

North/South: Westwood Bl.
East/West: Santa Monica Bl.

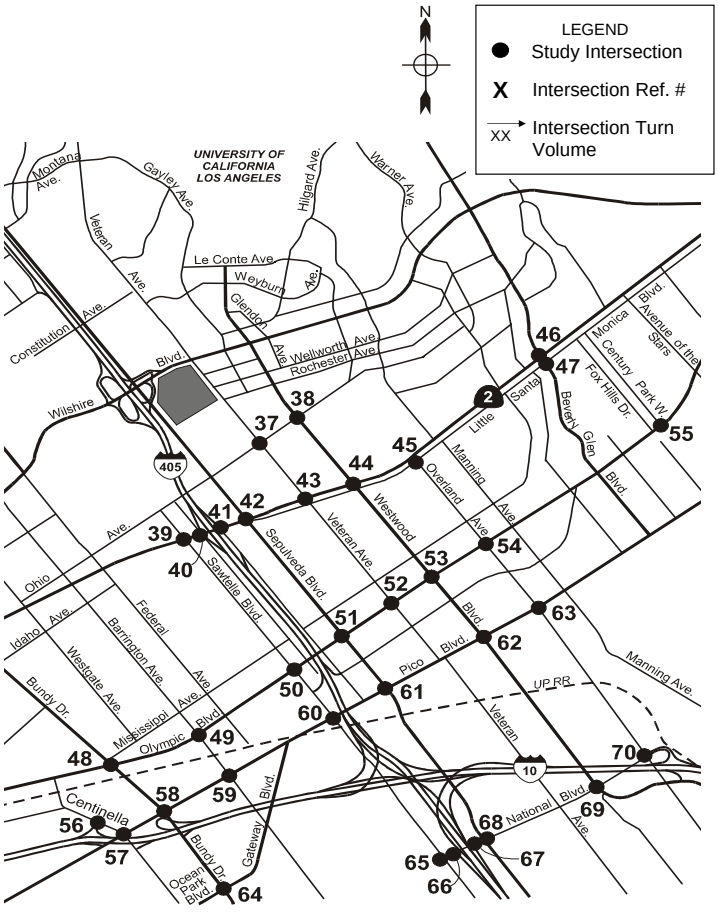
	952	
	103 → 134	
233 →	**44**	← 214
1974 →		← 1864
83 →		← 166
	80 ↑ 52	
	1470	

North/South: Veteran Av.
East/West: Olympic Bl.

	67	
	28 → 145	
36 →	**52**	← 82
1921 →		← 2502
12 →		← 22
	43 ↑ 59	
	225	

North/South: Sawtelle Bl.
East/West: Pico Bl.

	308	
	60 → 84	
78 →	**60**	← 77
1559 →		← 1185
73 →		← 85
	217 ↑ 452	
	1070	



Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

West Los Angeles FBI Federal Building

Figure 16b

Future (2017) Growth Plus Related Projects PM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Roscomare Rd.
East/West: Mulholland Dr.

	409 →	
	101 →	
	305	183
← 508		
← 55		

1

North/South: I-405 NB Ramps
East/West: Sunset Bl.

	1513 →	
	924 →	
	166	176
← 1068		
← 0		

9

North/South: Gayley Av.
East/West: La Conte Av.

1357

	34 ↓	548 ←
	45 →	501
	139 →	237
	18 →	328
	48	297 ↑

723

17

North/South: Gayley Av.
East/West: Wilshire Bl.

413

	1229 →	225 ←
	772 →	233
	2878 →	3212
	133 →	50
	116	122 ↑

370

25

North/South: Selby Av.
East/West: Wilshire Bl.

60

	24 ↓	230 ←
	37 →	140
	3118 →	2839
	143 →	79
	81	121 ↑

67

29

North/South: Westwood Bl.
East/West: Rochester Av.

2007

	29 ↓	21 ←
	31 →	10
	185 →	276
	52 →	39
	29	24 ↑

1714

33

North/South: Sepulveda Bl.
East/West: Getty Center Dr.

745

	26 ↓	0 ←
	187 →	11
	4 →	1
	289 →	10
	32	2 ↑

3056

2

North/South: Veteran Ave.
East/West: Sunset Bl.

	1545 →	
	472 →	
	714	625
← 1931		
← 388		

10

North/South: Gayley Av.
East/West: Weyburn Av.

1427

	388 ↓	169 ←
	206 →	223
	307 →	416
	73 →	483
	46	245 ↑

877

18

North/South: Westwood Bl.
East/West: Lindbrook Dr.

1388

	105 ↓	34 ←
	18 →	84
	302 →	422
	153 →	631
	56	724 ↑

1277

26

North/South: Warner Av.
East/West: Wilshire Bl.

77

	52 ↓	82 ←
	92 →	53
	3200 →	2852
	45 →	39
	39	25 ↑

57

30

North/South: Barrington Av.
East/West: Santa Monica Bl.

718

	72 ↓	88 ←
	70 →	97
	2185 →	1796
	96 →	110
	103	140 ↑

586

34

North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB

990

	4 ↓	54 ←
	34 →	127
	25 →	234
	6 →	46
	832	73 ↑

2919

3

North/South: Bellagio Wy.
East/West: Sunset Bl.

16

	72 ↓	212 ←
	401 →	19
	1404 →	2035
	106 →	178
	178	43 ↑

113

11

North/South: Hilgard Av.
East/West: La Conte Av.

745

	497 ↓	32 ←
	457 →	39
	197 →	81
	140 →	25
	96	65 ↑

660

19

North/South: Westwood Bl.
East/West: Wilshire Bl.

944

	988 ↓	220 ←
	804 →	202
	2189 →	2351
	239 →	604
	220	660 ↑

918

27

North/South: Beverly Glen Bl.
East/West: Wilshire Bl.

747

	53 ↓	86 ←
	178 →	93
	2433 →	2524
	338 →	172
	214	198 ↑

832

31

North/South: Sawtelle Bl.
East/West: Ohio Av.

383

	137 ↓	125 ←
	47 →	62
	814 →	730
	71 →	220
	103	251 ↑

138

35

North/South: Sepulveda Bl.
East/West: Ovada Pl.

1412

	597 ↓	8 ←
	600 →	16
	100 →	125
	26 →	101
	17	258 ↑

2848

4

North/South: Hilgard
East/West: Sunset Bl.

157

	35 ↓	66 ←
	19 →	36
	1434 →	1473
	235 →	334
	355	776 ↑

78

12

North/South: Bundy Dr.
East/West: Wilshire Bl.

838

	103 ↓	159 ←
	115 →	114
	1564 →	1609
	161 →	121
	208	132 ↑

913

20

North/South: Glendon Av.
East/West: Wilshire Bl.

205

	797 ↓	314 ←
	615 →	297
	2787 →	2224
	72 →	279
	209	118 ↑

130

28

North/South: Westwood Bl.
East/West: Wellworth Av.

1950

	77 ↓	77 ←
	26 →	71
	73 →	175
	79 →	328
	61	94 ↑

1867

32

North/South: Sepulveda Bl.
East/West: Ohio Av.

1222

	166 ↓	48 ←
	171 →	55
	865 →	813
	137 →	147
	72	161 ↑

941

36

North/South: Barrington Av.
East/West: Sunset Bl.

87

	10 ↓	216 ←
	0 →	84
	1130 →	1811
	115 →	326
	121	353 ↑

40

5

North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.

81

	36 ↓	100 ←
	27 →	99
	2181 →	1600
	120 →	396
	244	804 ↑

189

13

North/South: Barrington Av.
East/West: Wilshire Bl.

520

	128 ↓	239 ←
	121 →	204
	1944 →	1963
	90 →	138
	108	106 ↑

495

21

North/South: Barrington Pl.
East/West: Sunset Pl.

	1571 →	
	35 →	
	37	649
← 2445		
← 443		

6

North/South: Beverly Glen Bl. E
East/West: Sunset Bl.

	806 ↓	107 ←
	1383 →	124
	1665 →	1224

14

North/South: San Vicente/Federal
East/West: Wilshire Bl.

369

	54 ↓	1472 ←
	45 →	1180
	2039 →	2199
	110 →	155
	106	212 ↑

361

22

North/South: Church Ln.
East/West: I-405 SB Ramps

337

	0 ↓	85 ←
	0 →	75
	0 →	0
	0 →	1852
	0	327 ↑

668

7

North/South: Sepulveda Bl.
East/West: Montana Av.

432

	38 ↓	237 ←
	15 →	843
	95 →	451
	46 →	114
	178	124 ↑

2001

15

North/South: Sepulveda Bl.
East/West: Wilshire Bl.

397

	113 ↓	130 ←
	148 →	361
	3757 →	5058
	282 →	494
	239	314 ↑

884

23

North/South: Church Ln.
East/West: Sunset Bl.

112

	1100 ↓	740 ←
	442 →	522
	2136 →	1113
	47 →	37
	139	75 ↑

27

8

North/South: Veteran Ave.
East/West: Gayley Av.

677

	321 ↓	322 ←
	100 →	364
	580 →	782
	39 →	100
	90	53 ↑

161

16

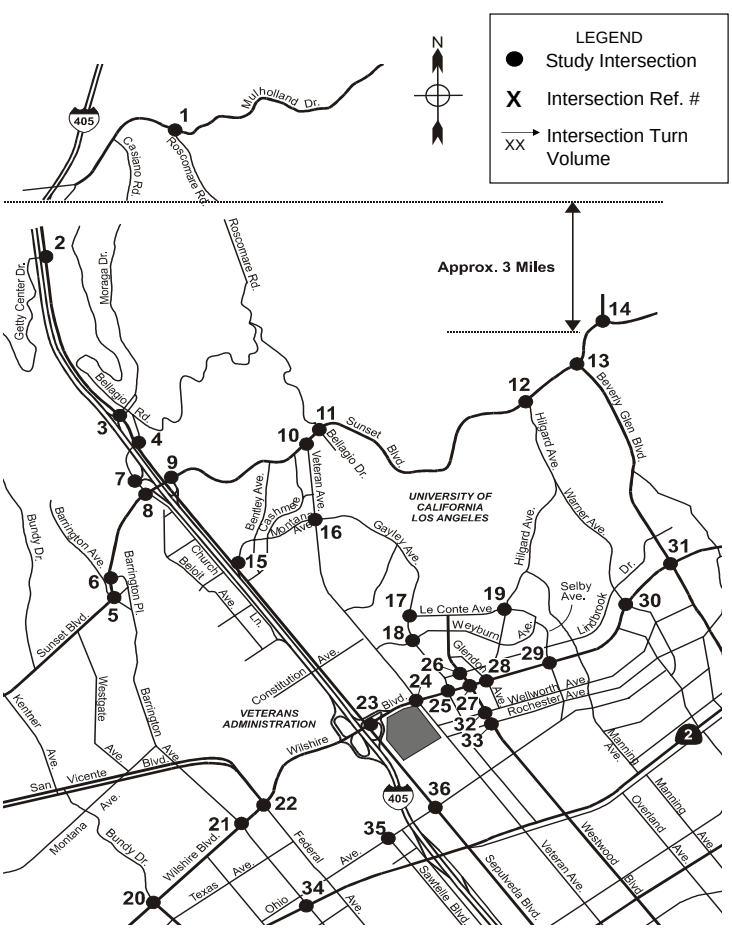
North/South: Veteran Ave.
East/West: Wilshire Bl.

471

	1077 ↓	82 ←
	370 →	83
	3383 →	4481
	129 →	264
	244	368 ↑

907

24



Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

West Los Angeles FBI Federal Building Figure 17a

Future (2017) Growth and Related Projects PM Peak Hour Turn Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Veteran Av.
East/West: Ohio Av.

	313	
185		76
127		134
829	37	688
95		95
166		119
	257	

North/South: Overland Av.
East/West: Santa Monica Bl.

1423	45	1795
101		231
165		154

North/South: Westwood Bl.
East/West: Olympic Bl.

	1990	
164		174
128		276
2634	53	3863
143		118
110		138
	1425	

North/South: Sepulveda Bl.
East/West: Pico Bl.

	1219	
130		132
145		114
1211	61	1542
240		217
214		173
	1094	

North/South: Sawtelle Bl.
East/West: National Bl.

	1485	
71		569
130		233
1025	65	1381
108		102
72		94
	581	

North/South: Westwood Bl.
East/West: National Bl.

	1338	
457		212
326		558
696	69	590
448		73
99		30
	309	

North/South: Westwood Bl.
East/West: Ohio Av.

	1959	
195		63
174		35
642	38	599
86		90
109		73
	1597	

North/South: Beverly Glen Bl.
East/West: Santa Monica North

	1250	
72		256
57		318
1222	46	1696
137		156
18		58
	731	

North/South: Overland Av.
East/West: Olympic Bl.

	445	
45		87
25		22
2468	54	3226
90		484
125		126
	382	

North/South: Westwood Bl.
East/West: Pico Bl.

	1620	
142		227
105		233
1243	62	1394
217		80
157		125
	1023	

North/South: I-405 SB On Ramp
East/West: National Bl.

1199	66	1351
473		303

North/South: Overland Av.
East/West: I-10 WB Ramps

	1756	
233		423
342		603
94	70	900
444		176
71		548
	875	

North/South: Sawtelle Bl.
East/West: Santa Monica Bl.

	529	
34		136
16		103
1865	39	1970
114		158
96		225
	377	

North/South: Beverly Glen Bl.
East/West: Santa Monica South

	1520	
101		15
91		218
812	47	815
59		100
40		67
	847	

North/South: Century Park West
East/West: Olympic Bl.

1426		149
278	55	71
2478		4088

North/South: Overland Av.
East/West: Pico Bl.

	1132	
48		58
55		52
1088	63	1829
320		937
310		400
	657	

North/South: I-405 NB Off Ramp
East/West: National Bl.

1063	67	1840
328		453

North/South: I-405 SB Ramps
East/West: Santa Monica Bl.

	206	
258		417
1787	40	1824
645		489

North/South: Bundy Dr.
East/West: Olympic Bl.

	1267	
156		332
278		293
1892	48	1638
406		466
223		190
	2033	

North/South: Centinela Av.
East/West: I-10 WB Ramps

	847	
115		
319		
	56	
355		
604		
	362	

North/South: Bundy Dr.
East/West: Ocean Park Bl.

	1365	
175		30
152		30
634	64	586
732		124
239		108
	1246	

North/South: Sepulveda Bl.
East/West: National Bl.

	1439	
274		165
164		109
1111	68	1308
193		134
144		207
	904	

North/South: I-405 NB Ramps
East/West: Santa Monica Bl.

620		706
1558	41	1567
783		674
	626	

North/South: Barrington Av.
East/West: Olympic Bl.

	1314	
65		293
105		158
1754	49	2385
450		203
207		140
	791	

North/South: Centinela Av.
East/West: Pico Bl.

	911	
188		84
99		437
1657	57	975
501		113
48		80
	440	

North/South: Sepulveda Bl.
East/West: Santa Monica Bl.

	1353	
251		161
250		103
1735	42	1567
265		102
170		82
	1062	

North/South: Sawtelle Bl.
East/West: Olympic Bl.

	775	
54		140
48		192
2251	50	2700
171		398
157		426
	592	

North/South: Bundy Dr.
East/West: Pico Bl.

	1687	
130		125
157		78
1367	58	1063
111		103
124		371
	1632	

North/South: Veteran Av.
East/West: Santa Monica Bl.

	590	
51		11
70		47
1338	43	1611
7		73
70		8
	292	

North/South: Sepulveda Bl.
East/West: Olympic Bl.

	1273	
119		116
131		168
2083	51	2950
125		165
95		200
	1193	

North/South: Barrington Av.
East/West: Pico Bl.

	1583	
109		248
184		58
1529	59	1131
161		84
90		101
	660	

North/South: Westwood Bl.
East/West: Santa Monica Bl.

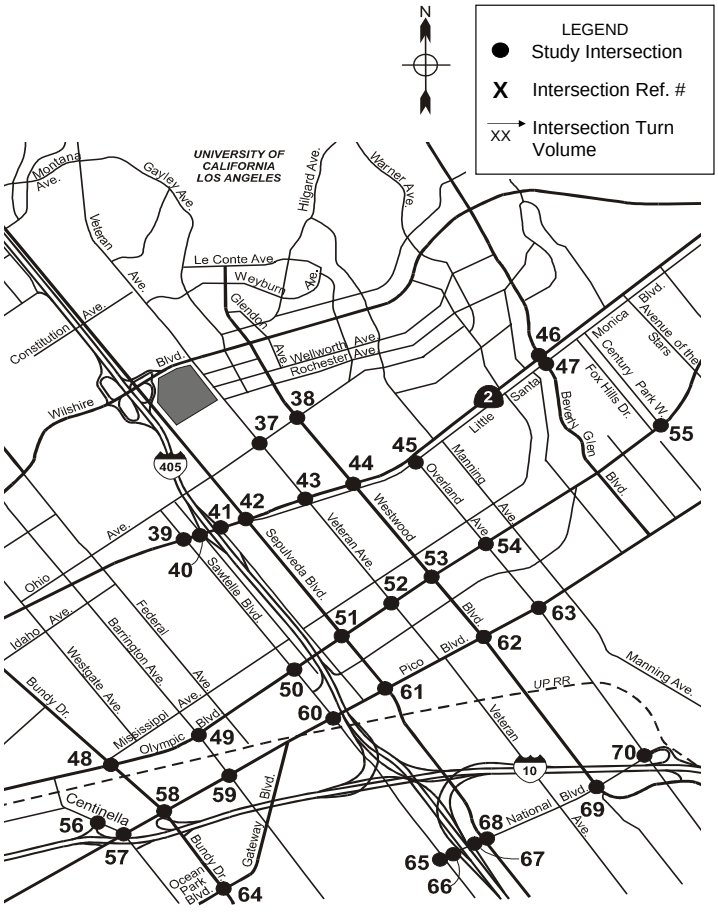
	1957	
175		166
227		267
1712	44	2010
72		199
63		100
	1630	

North/South: Veteran Av.
East/West: Olympic Bl.

	462	
139		207
41		103
1697	52	3277
27		66
46		27
	146	

North/South: Sawtelle Bl.
East/West: Pico Bl.

	1628	
178		193
90		151
1780	60	1744
234		267
104		289
	772	



Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

West Los Angeles FBI Federal Building

Figure 17b

Future (2017) Growth Plus Related Projects PM Peak Hour Turn Volumes

4. Project Trips

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution, and trip assignment.

A. Project Trip Generation

The proposed Project includes the construction of new facilities for the FBI Headquarters and renovation of the existing 18-story tower. An additional 937,000 gross square feet of building space with 1,200 secured parking stalls will be provided. The project would occur in two phases over a 10-year period.

Under the first phase of the Project (Year 2012), 230,000 square feet of office space, 190,000 square feet of strictly storage, and 47,000 square feet of auto/radio maintenance facility with 850-space secured parking garage will be constructed. The existing office tower will be renovated for non-FBI tenant use that is projected to accommodate a maximum of 2,300 employees once renovation is completed. The existing post office and cafeteria will remain as-is without any growth expected.

The second phase (Year 2017) of the project is planned to construct additional 470,000 square feet of office for FBI use with 350-space secured parking garage. Phase 2 will strictly be for FBI use to accommodate its projected growth. An additional 1,000 FBI employees are estimated by Year 2017.

Trip Generation Methodology

In order to analyze the impacts of the proposed project, the number of new trips that will be generated by the project must be forecast and added to the study intersections. Typically, trip generation estimates are calculated by utilizing rates published in ITE's *Trip Generation, 7th Edition*. The trip generation of characteristics of the FBI and the non-FBI employees, however, are quite atypical from an average office facilities whether general or government. Thus, surveys were performed in an effort to determine the appropriate trip generation rates of the proposed Project.

Through series of meetings and discussions with the FBI staff and the building manager, the approach to the survey was developed. The existing tower is mainly classified into two categories, which are FBI agents/support staff and government agencies employees/visitors. The proposed project is to accommodate the growth of the FBI and to continue leasing the space available to different government agencies similar to the existing make-up of the building. Therefore, it is anticipated that the proposed Project would have similar trip generation rates per employee/visitor type as the existing facility.

Trip generation surveys were conducted at the existing 11000 Wilshire Boulevard building through approaching individuals and asking them series of questions regarding their trip to the federal building. The surveys were conducted between 7:00 AM and 6:00 PM on a typical weekday since it has been determined that minimal number of employees is present in the building outside the observation period. A list of questionnaires was prepared to assess each individual's trip characteristics in relation to the existing building. Questions such as purpose of the trip, mode of

DRAFT

transportation, trip origin, number of persons in each vehicle, if driving, and location of where they park were asked to any person willing to participate. A sample of the questionnaire and the results are included in Appendix F.

During the survey, all entrances and exits were monitored to determine the number of employees and visitors entering and exiting the building. Entrances for employees are separate and distinguishable since a key card is required for employees to gain access while visitors must stop with security guards for inspection.

In addition to the survey conducted for the building itself, the FBI agents and supporting staff were exclusively observed to determine a more precise trip generation characteristics of the FBI. A series of observations were made during a typical weekday morning (7 AM to 10 AM) and afternoon (3 PM to 6 PM) peak periods. These results would allow a better estimation of isolating the FBI trips component from the non-FBI trips component of the project.

Survey Results

On May 11, 2005, a total of 4,081 people were observed to enter and exit the 11000 Wilshire Building between 7 AM and 6 PM. A total of 984 employees entered and 897 employees exited the building. A total of 989 visitors were observed to enter the building and 1,211 visitors exit during the observation period.

In analyzing the data collected, morning and afternoon peak hour was extracted during the 7 AM to 10 AM and 3 PM to 6 PM periods. It was determined that a total of 545 and 274 people were observed during the morning and afternoon peak hours, respectively. It was determined from the FBI exclusive survey that out of the 545 people observed during the morning peak hour, 133 are estimated to be FBI agents and support staff. As for the afternoon peak hour, it was estimated that 126 of the 274 people observed entering and leaving the building were FBI agents/staff.

Out of the 1,973 people observed entering the building, 697 individuals answered the questionnaire posed to them. Approximately 35% response rate was achieved during the survey. The results from the questionnaire were the basis in determining the vehicle trip generation of the building.

The survey results indicated that the primary mode of transportation to and from the site is personal and agency vehicles. There was small number of employees/visitors that walked, bicycled or used transit. Based on the survey results, FBI agents/staff were determined to have average vehicle occupancy (AVO) of 1.23 persons per vehicle. As for non-FBI employees and visitors, their AVO was calculated at 1.32 persons per vehicle.

Trip Generation Estimates

Trip generation rates were developed based on the observations made and surveys conducted summarized above. Utilizing the existing employee population in the building of 1,100 employees (700 FBI employees and 400 non-FBI employees), trip rates from each component were calculated. Table 7 summarizes the trip rates developed for each component of the building. As shown, the FBI component of the site has a morning peak hour trip rate of 0.156 trips per employee and an

afternoon peak hour trip rate of 0.146 trips per employee. The non-FBI component of the site has a fairly high trip rates compared to the FBI trip characteristics due to the number of visitors that the other government agencies generate (i.e., passport services). A morning peak hour trip rate of 0.780 trips per employee and an afternoon peak hour trip rate of 0.280 trips per employee were estimated for the non-FBI component of the project.

Table 7 – Project Trip Generation Rates

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Rate	% In	% Out	Rate	% In	% Out
Trip Rates [1]								
Federal Bureau of Investigations (FBI)	Employees	**2.21**	**0.156**	*98%*	*2%*	**0.146**	*28%*	*72%*
Non-FBI	Employees	**3.58**	**0.780**	*61%*	*39%*	**0.280**	*20%*	*80%*

[1] Trip generation rates were derived from the survey results performed at the 11000 Wilshire Boulevard Building on May 11, 2005.

The count summaries at the entrances, survey summaries and the calculation worksheets in developing trip generation rates for the proposed Project are provided in Appendix F of this report.

Table 8 summarizes the project trip generation rates that were utilized and the "net" trip generation calculated from these rates under Phase 1 (Year 2012) of the project. Trip generation for the Phase 1 was calculated by utilizing the rates mentioned above. Currently, the 11000 Wilshire Building accommodates 1,100 employees of whom 700 employees are FBI agents/staff and 400 non-FBI government employees. An additional 815 government employees can still be accommodated to reach capacity at the existing site. The proposed project under Phase 1 is 640 FBI employees and a total 2,300 non-FBI employees. The U.S. Postal Service and cafeteria employees would remain at 142 and 10 employees, respectively. Therefore, a total "net" increase of 1,085 non-FBI employees is projected under Phase 1 (Year 2012). Based on 1,085 non-FBI employees, the proposed Project under Phase 1 is projected to generate 3,884 daily trips of which 846 and 304 trips would occur during the morning and afternoon peak hours, respectively, based on the results of the survey.

Table 8 – Phase 1 Project Trip Generation Estimates

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
FBI	-	Employees	2.21	0.156	98%	2%	0.146	28%	72%
Trips									
Government Office									
Non-FBI	1,085	Employees	3,884	846	516	330	304	61	243
TOTAL TRIPS			**3,884**	**846**	**516**	**330**	**304**	**61**	**243**

[1] Trip generation rates were from the survey results taken on May 11, 2005.

Under the Phase 2 (Year 2017) scenario, Table 9 summarizes the trip generation estimates of Phases 1 and 2 combined. Based on the increase of 1,085 non-FBI employees and 1,000 FBI agent/staff, Phases 1 and 2 are projected to generate 6,094 daily trips of which 1,002 and 450 trips would occur during the morning and afternoon peak hours, respectively.

Table 9 – Phases 1 and 2 Project Trip Generation Estimates

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
FBI	-	Employees	2.21	0.156	98%	2%	0.146	28%	72%
Non-FBI	-	Employees	3.58	0.780	61%	39%	0.280	20%	80%
Trips									
Government Office									
FBI	1,000	Employees	2,210	156	153	3	146	41	105
Non-FBI	1,085	Employees	3,884	846	516	330	304	61	243
TOTAL TRIPS			**6,094**	**1,002**	**669**	**333**	**450**	**102**	**348**

[1] Trip generation rates were from the survey results taken on May 11, 2005.

B. Project Trip Distribution

Trip distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is typically dependent upon the land use characteristics of the project and the general locations of residential and other land uses to which project trips would originate or terminate. Utilizing the results from the survey conducted, zip code data was mapped out to determine the regional trip distribution of the existing building. Appendix F illustrates the locations of where the project trips are originating and likely to continue the trend in the future.

Project trip distribution within the study area was based on the knowledge of development trends in the area, local and sub-regional traffic routes, and regional traffic flows. For regional routes, freeway access was utilized.

Figures 18a-18b illustrates the overall and intersection trip distribution percentages that were utilized for Project traffic volumes.

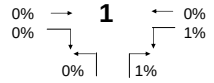
C. Project Trip Assignment

The final product of the trip assignment process is a full accounting of project trips, by direction and turning movement at the study intersections. The project trips were assigned based on distribution inputs to the TRAFFIX program.

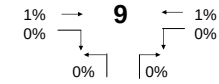
Figures 19a-19b and 20a-20b illustrate the Phase 1 Project (Year 2012) trip assignment for the morning and afternoon peak hours, respectively. Phases 1 and 2 Project (Year 2017) trip assignments are illustrated in Figures 21a-21b and 22a-22b for the morning and afternoon peak hours, respectively.

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

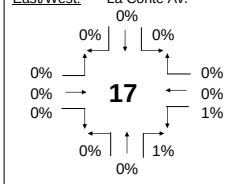
North/South: Roscomare Rd.
East/West: Mulholland Dr.



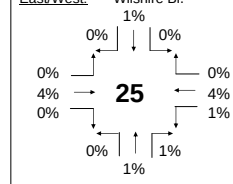
North/South: I-405 NB Ramps
East/West: Sunset Bl.



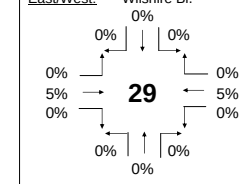
North/South: Gayley Av.
East/West: La Conte Av.



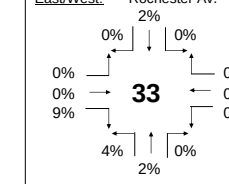
North/South: Gayley Av.
East/West: Wilshire Bl.



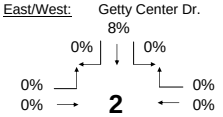
North/South: Selby Av.
East/West: Wilshire Bl.



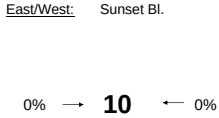
North/South: Westwood Bl.
East/West: Rochester Av.



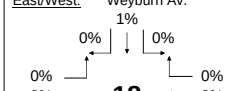
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



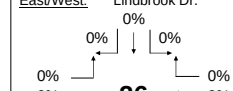
North/South: Veteran Ave.
East/West: Sunset Bl.



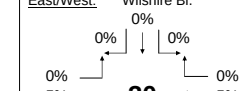
North/South: Gayley Av.
East/West: Weyburn Av.



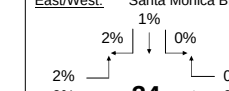
North/South: Westwood Bl.
East/West: Lindbrook Dr.



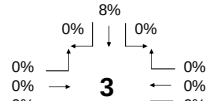
North/South: Warner Av.
East/West: Wilshire Bl.



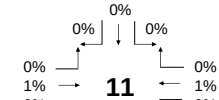
North/South: Barrington Av.
East/West: Santa Monica Bl.



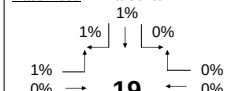
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



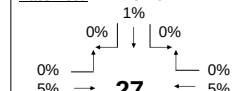
North/South: Bellagio Wy.
East/West: Sunset Bl.



North/South: Hilgard Av.
East/West: La Conte Av.

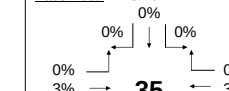


North/South: Westwood Bl.
East/West: Wilshire Bl.

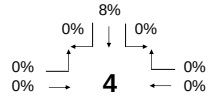


North/South: Beverly Glen Bl.
East/West: Wilshire Bl.

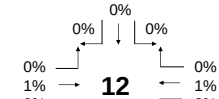
North/South: Sawtelle Bl.
East/West: Ohio Av.



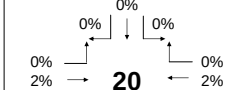
North/South: Sepulveda Bl.
East/West: Ovada Pl.



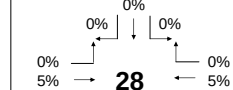
North/South: Hilgard
East/West: Sunset Bl.



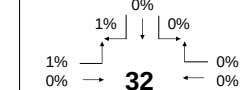
North/South: Bundy Dr.
East/West: Wilshire Bl.



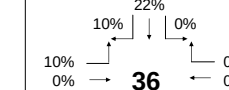
North/South: Glendon Av.
East/West: Wilshire Bl.



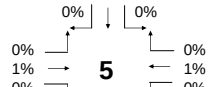
North/South: Westwood Bl.
East/West: Wellworth Av.



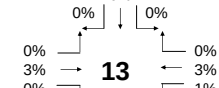
North/South: Sepulveda Bl.
East/West: Ohio Av.



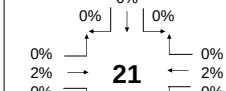
North/South: Barrington Av.
East/West: Sunset Bl.



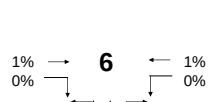
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



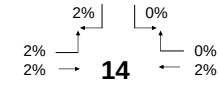
North/South: Barrington Av.
East/West: Wilshire Bl.



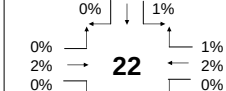
North/South: Barrington Pl.
East/West: Sunset Pl.



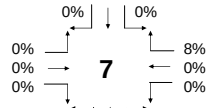
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



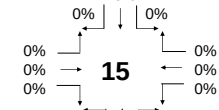
North/South: San Vicente/Federal
East/West: Wilshire Bl.



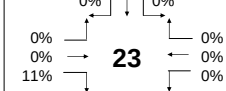
North/South: Church Ln.
East/West: I-405 SB Ramps



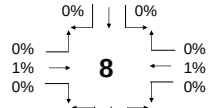
North/South: Sepulveda Bl.
East/West: Montana Av.



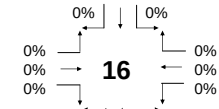
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



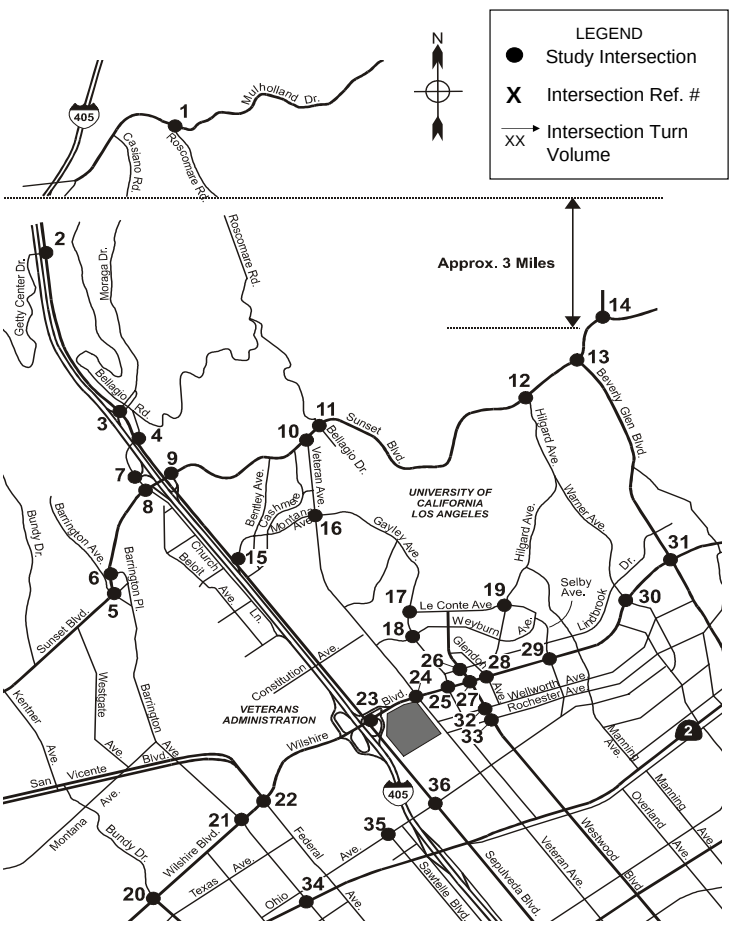
North/South: Church Ln.
East/West: Sunset Bl.



North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.



Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

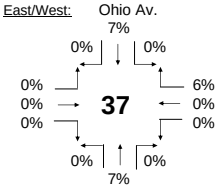
West Los Angeles FBI Federal Building

Figure 18a

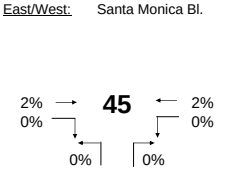
Project Trip Distribution

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

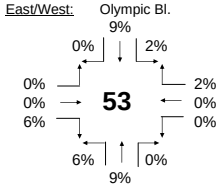
North/South: Veteran Av.
East/West: Ohio Av.



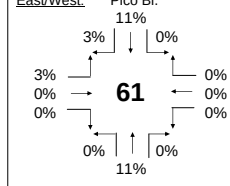
North/South: Overland Av.
East/West: Santa Monica Bl.



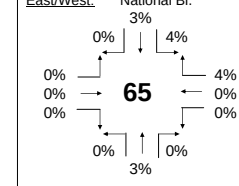
North/South: Westwood Bl.
East/West: Olympic Bl.



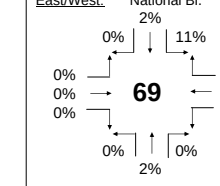
North/South: Sepulveda Bl.
East/West: Pico Bl.



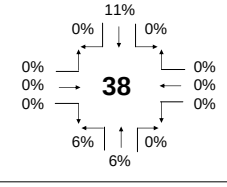
North/South: Sawtelle Bl.
East/West: National Bl.



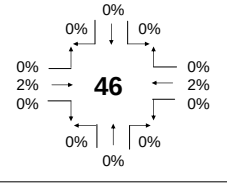
North/South: Westwood Bl.
East/West: National Bl.



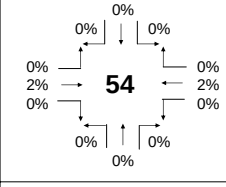
North/South: Westwood Bl.
East/West: Ohio Av.



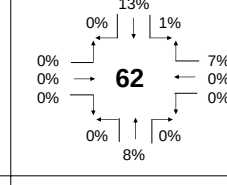
North/South: Beverly Glen Bl.
East/West: Santa Monica North



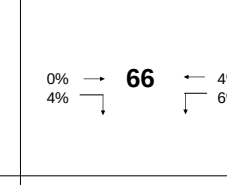
North/South: Overland Av.
East/West: Olympic Bl.



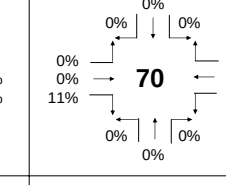
North/South: Westwood Bl.
East/West: Pico Bl.



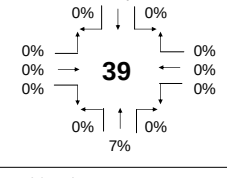
North/South: I-405 SB On Ramp
East/West: National Bl.



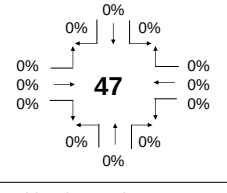
North/South: Overland Av.
East/West: I-10 WB Ramps



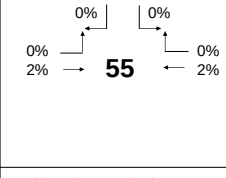
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



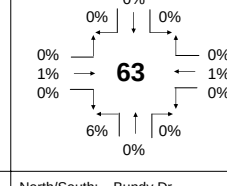
North/South: Beverly Glen Bl.
East/West: Santa Monica South



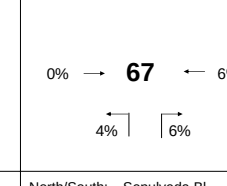
North/South: Century Park West
East/West: Olympic Bl.



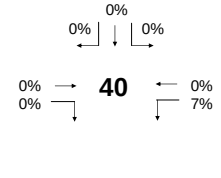
North/South: Overland Av.
East/West: Pico Bl.



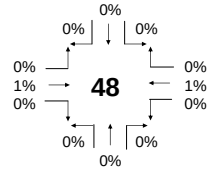
North/South: I-405 NB Off Ramp
East/West: National Bl.



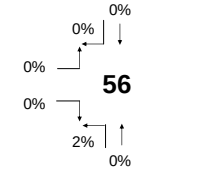
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



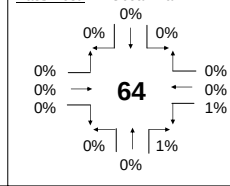
North/South: Bundy Dr.
East/West: Olympic Bl.



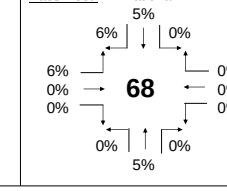
North/South: Centinela Av.
East/West: I-10 WB Ramps



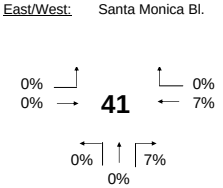
North/South: Bundy Dr.
East/West: Ocean Park Bl.



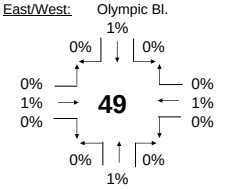
North/South: Sepulveda Bl.
East/West: National Bl.



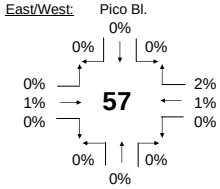
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



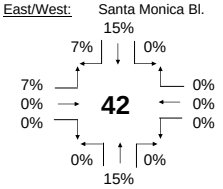
North/South: Barrington Av.
East/West: Olympic Bl.



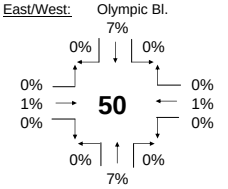
North/South: Centinela Av.
East/West: Pico Bl.



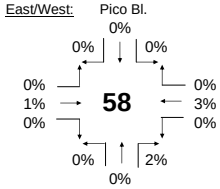
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



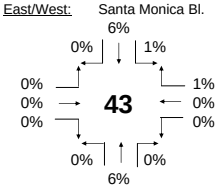
North/South: Sawtelle Bl.
East/West: Olympic Bl.



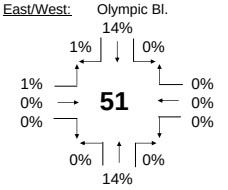
North/South: Bundy Dr.
East/West: Pico Bl.



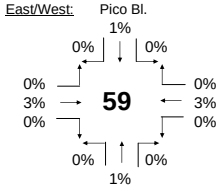
North/South: Veteran Av.
East/West: Santa Monica Bl.



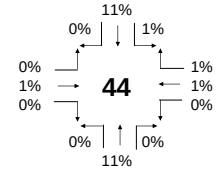
North/South: Sepulveda Bl.
East/West: Olympic Bl.



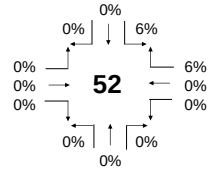
North/South: Barrington Av.
East/West: Pico Bl.



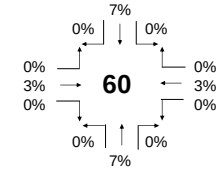
North/South: Westwood Bl.
East/West: Santa Monica Bl.

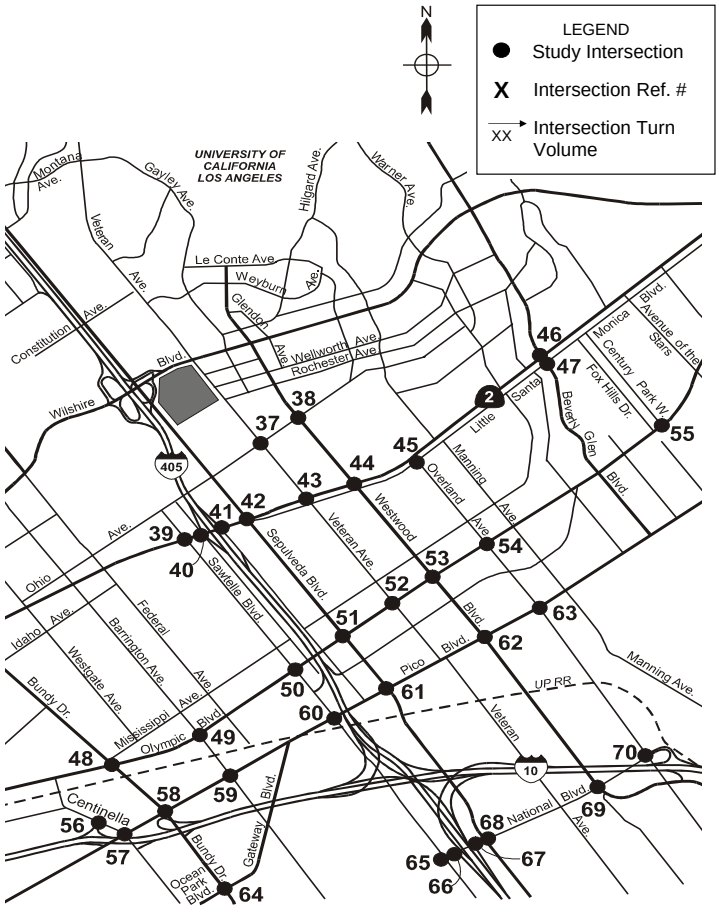


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

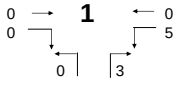
West Los Angeles FBI Federal Building

Figure 18b

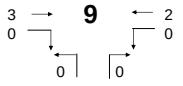
Project Trip Distribution

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

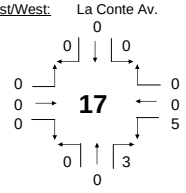
North/South: Roscomare Rd.
East/West: Mulholland Dr.



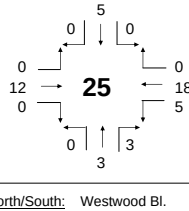
North/South: I-405 NB Ramps
East/West: Sunset Bl.



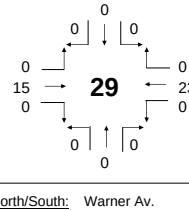
North/South: Gayley Av.
East/West: La Conte Av.



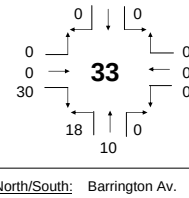
North/South: Gayley Av.
East/West: Wilshire Bl.



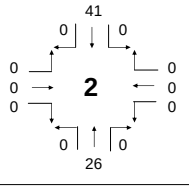
North/South: Selby Av.
East/West: Wilshire Bl.



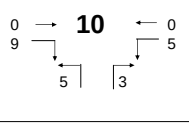
North/South: Westwood Bl.
East/West: Rochester Av.



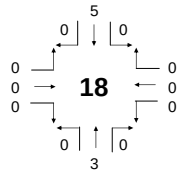
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



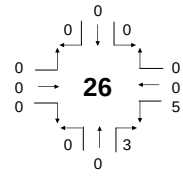
North/South: Veteran Ave.
East/West: Sunset Bl.



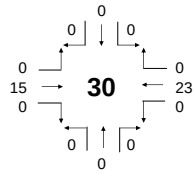
North/South: Gayley Av.
East/West: Weyburn Av.



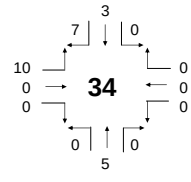
North/South: Westwood Bl.
East/West: Lindbrook Dr.



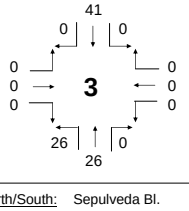
North/South: Warner Av.
East/West: Wilshire Bl.



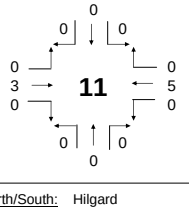
North/South: Barrington Av.
East/West: Santa Monica Bl.



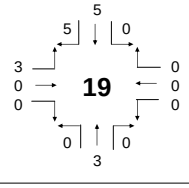
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



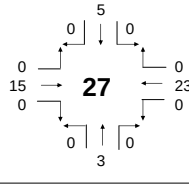
North/South: Bellagio Wy.
East/West: Sunset Bl.



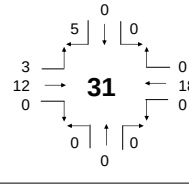
North/South: Hilgard Av.
East/West: La Conte Av.



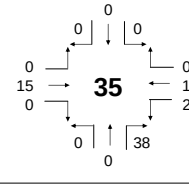
North/South: Westwood Bl.
East/West: Wilshire Bl.



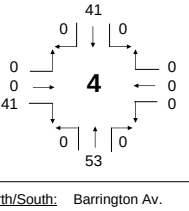
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



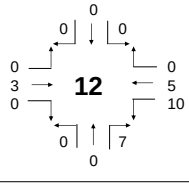
North/South: Sawtelle Bl.
East/West: Ohio Av.



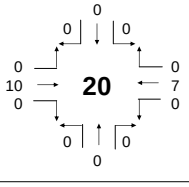
North/South: Sepulveda Bl.
East/West: Ovada Pl.



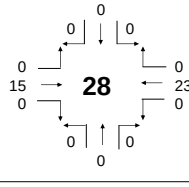
North/South: Hilgard
East/West: Sunset Bl.



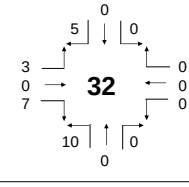
North/South: Bundy Dr.
East/West: Wilshire Bl.



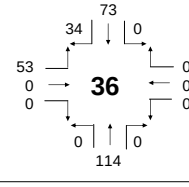
North/South: Glendon Av.
East/West: Wilshire Bl.



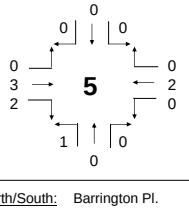
North/South: Westwood Bl.
East/West: Wellworth Av.



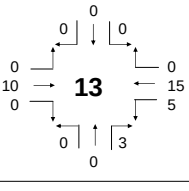
North/South: Sepulveda Bl.
East/West: Ohio Av.



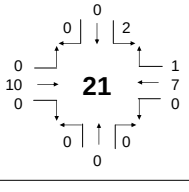
North/South: Barrington Av.
East/West: Sunset Bl.



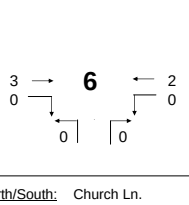
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



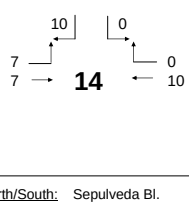
North/South: Barrington Av.
East/West: Wilshire Bl.



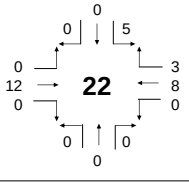
North/South: Barrington Pl.
East/West: Sunset Pl.



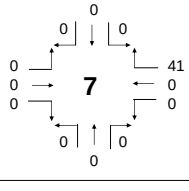
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



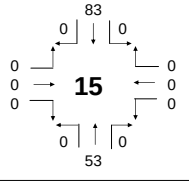
North/South: San Vicente/Federal
East/West: Wilshire Bl.



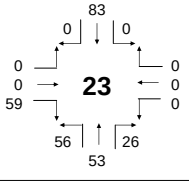
North/South: Church Ln.
East/West: I-405 SB Ramps



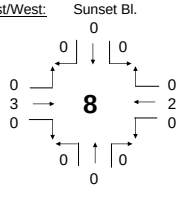
North/South: Sepulveda Bl.
East/West: Montana Av.



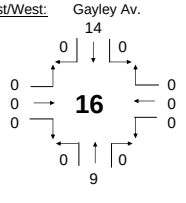
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



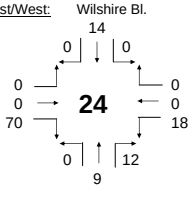
North/South: Church Ln.
East/West: Sunset Bl.

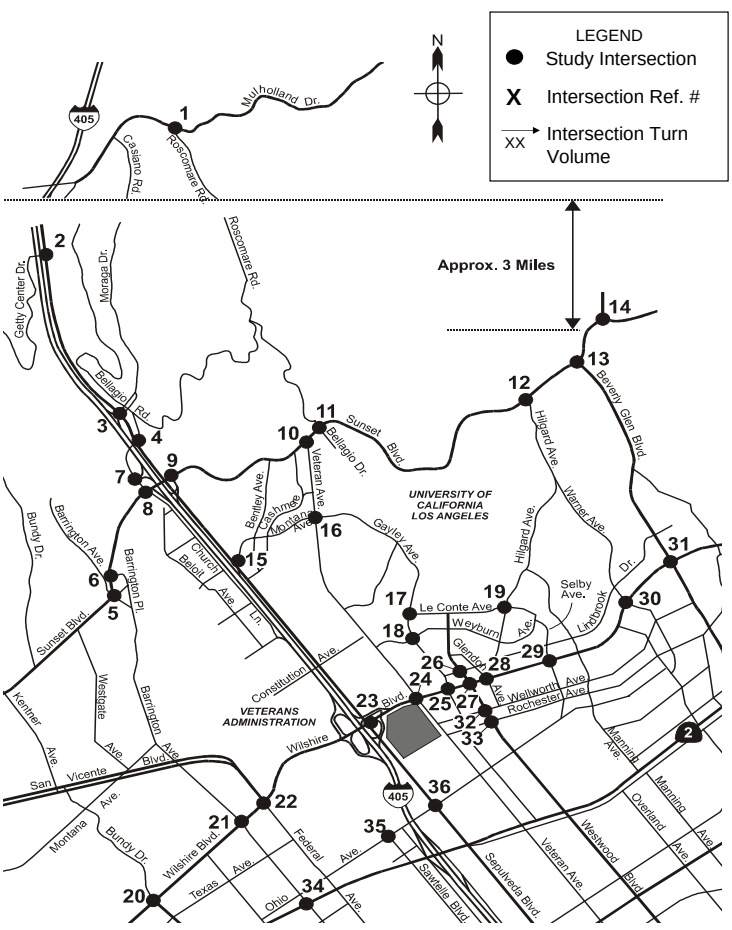


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

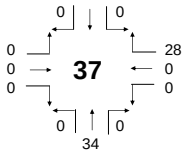
Los Angeles FBI Federal Building

Figure 19a

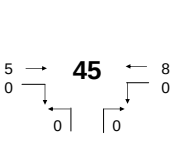
AM Peak Trip Assignment - Phase 1 Project (Year 2012) Traffic

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

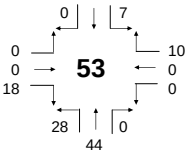
North/South: Veteran Av.
East/West: Ohio Av.



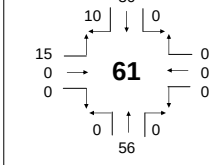
North/South: Overland Av.
East/West: Santa Monica Bl.



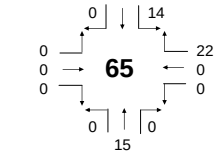
North/South: Westwood Bl.
East/West: Olympic Bl.



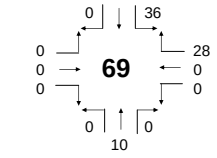
North/South: Sepulveda Bl.
East/West: Pico Bl.



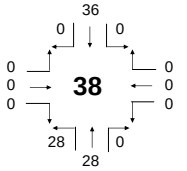
North/South: Sawtelle Bl.
East/West: National Bl.



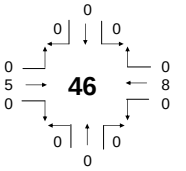
North/South: Westwood Bl.
East/West: National Bl.



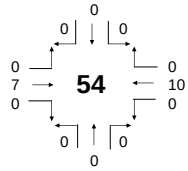
North/South: Westwood Bl.
East/West: Ohio Av.



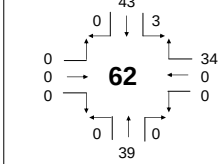
North/South: Beverly Glen Bl.
East/West: Santa Monica North



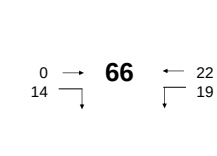
North/South: Overland Av.
East/West: Olympic Bl.



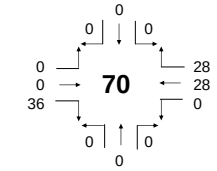
North/South: Westwood Bl.
East/West: Pico Bl.



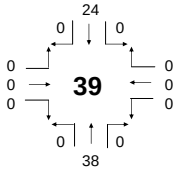
North/South: I-405 SB On Ramp
East/West: National Bl.



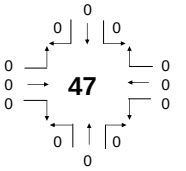
North/South: Overland Av.
East/West: I-10 WB Ramps



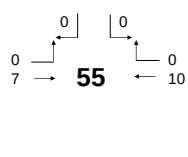
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



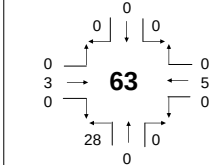
North/South: Beverly Glen Bl.
East/West: Santa Monica South



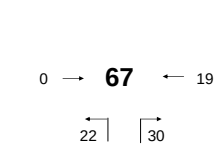
North/South: Century Park West
East/West: Olympic Bl.



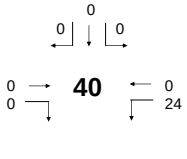
North/South: Overland Av.
East/West: Pico Bl.



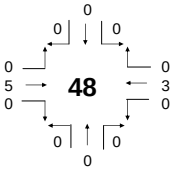
North/South: I-405 NB Off Ramp
East/West: National Bl.



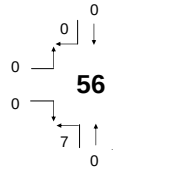
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



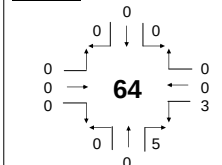
North/South: Bundy Dr.
East/West: Olympic Bl.



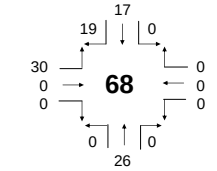
North/South: Centinela Av.
East/West: I-10 WB Ramps



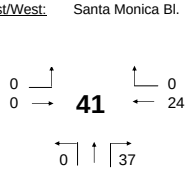
North/South: Bundy Dr.
East/West: Ocean Park Bl.



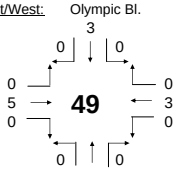
North/South: Sepulveda Bl.
East/West: National Bl.



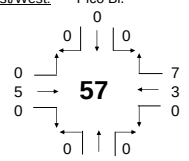
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



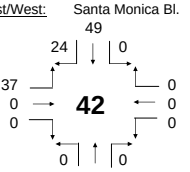
North/South: Barrington Av.
East/West: Olympic Bl.



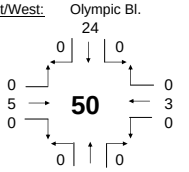
North/South: Centinela Av.
East/West: Pico Bl.



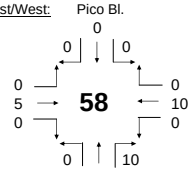
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



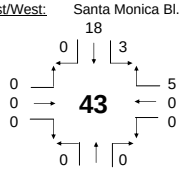
North/South: Sawtelle Bl.
East/West: Olympic Bl.



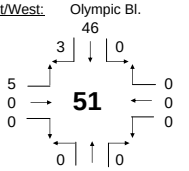
North/South: Bundy Dr.
East/West: Pico Bl.



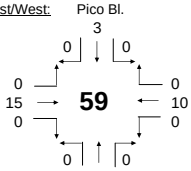
North/South: Veteran Av.
East/West: Santa Monica Bl.



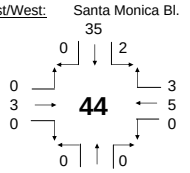
North/South: Sepulveda Bl.
East/West: Olympic Bl.



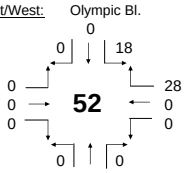
North/South: Barrington Av.
East/West: Pico Bl.



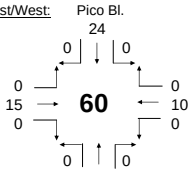
North/South: Westwood Bl.
East/West: Santa Monica Bl.

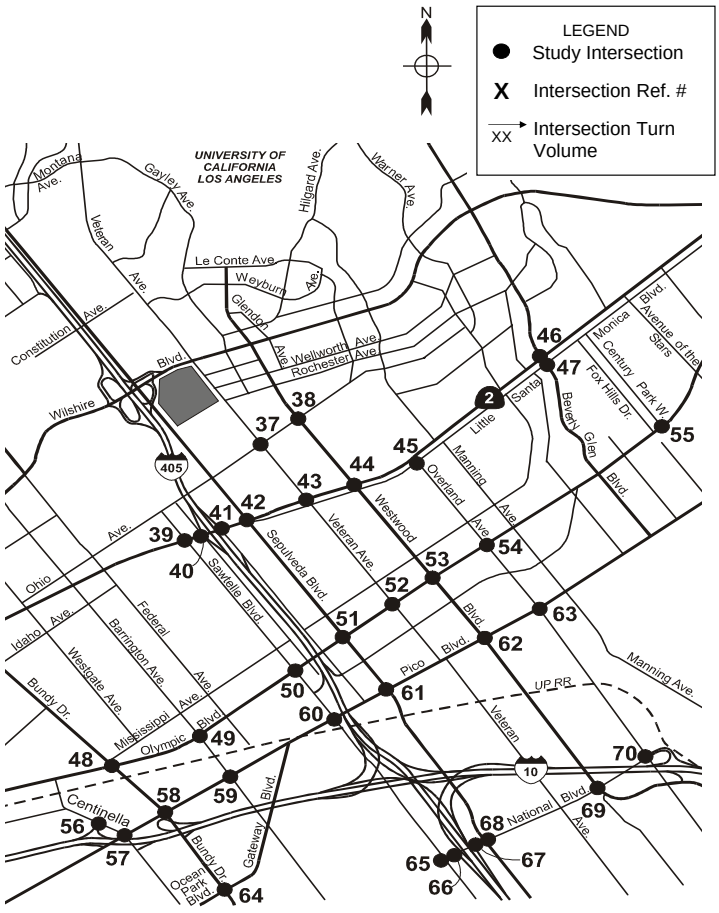


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

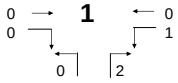
Los Angeles FBI Federal Building

Figure 19b

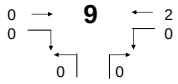
AM Peak Trip Assignment - Phase 1 Project (Year 2012) Traffic

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

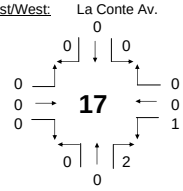
North/South: Roscomare Rd.
East/West: Mulholland Dr.



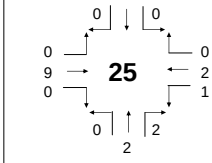
North/South: I-405 NB Ramps
East/West: Sunset Bl.



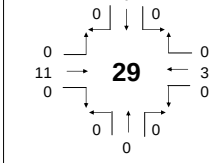
North/South: Gayley Av.
East/West: La Conte Av.



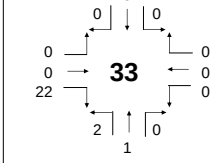
North/South: Gayley Av.
East/West: Wilshire Bl.



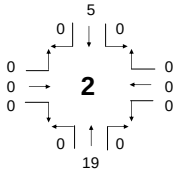
North/South: Selby Av.
East/West: Wilshire Bl.



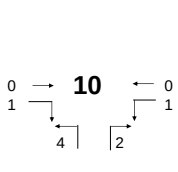
North/South: Westwood Bl.
East/West: Rochester Av.



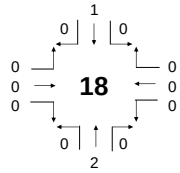
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



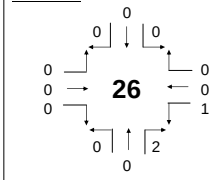
North/South: Veteran Ave.
East/West: Sunset Bl.



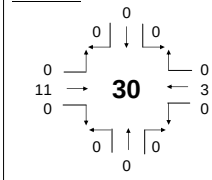
North/South: Gayley Av.
East/West: Weyburn Av.



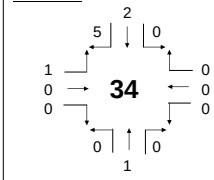
North/South: Westwood Bl.
East/West: Lindbrook Dr.



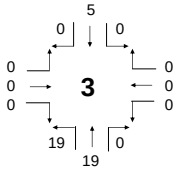
North/South: Warner Av.
East/West: Wilshire Bl.



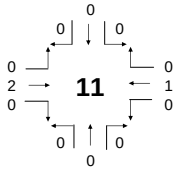
North/South: Barrington Av.
East/West: Santa Monica Bl.



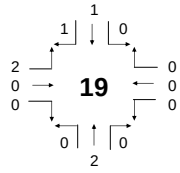
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



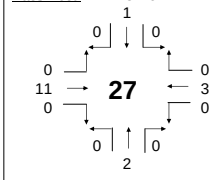
North/South: Bellagio Wy.
East/West: Sunset Bl.



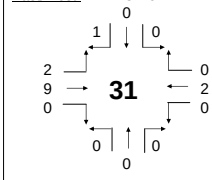
North/South: Hilgard Av.
East/West: La Conte Av.



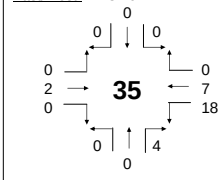
North/South: Westwood Bl.
East/West: Wilshire Bl.



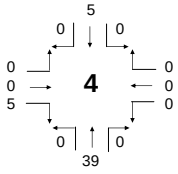
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



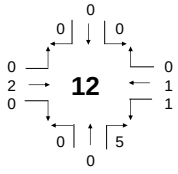
North/South: Sawtelle Bl.
East/West: Ohio Av.



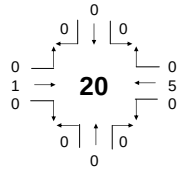
North/South: Sepulveda Bl.
East/West: Ovada Pl.



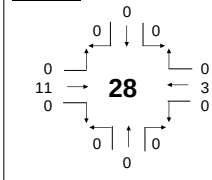
North/South: Hilgard
East/West: Sunset Bl.



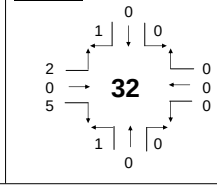
North/South: Bundy Dr.
East/West: Wilshire Bl.



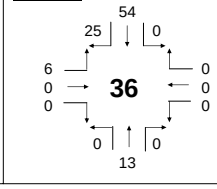
North/South: Glendon Av.
East/West: Wilshire Bl.



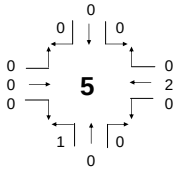
North/South: Westwood Bl.
East/West: Wellworth Av.



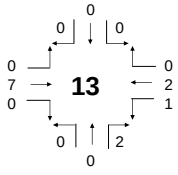
North/South: Sepulveda Bl.
East/West: Ohio Av.



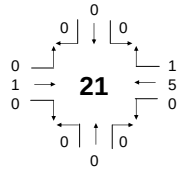
North/South: Barrington Av.
East/West: Sunset Bl.



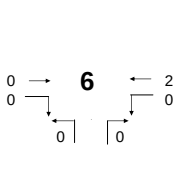
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



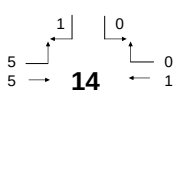
North/South: Barrington Av.
East/West: Wilshire Bl.



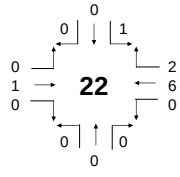
North/South: Barrington Pl.
East/West: Sunset Pl.



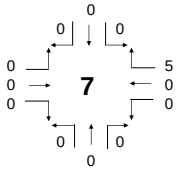
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



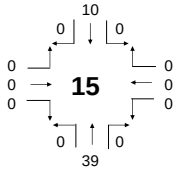
North/South: San Vicente/Federal
East/West: Wilshire Bl.



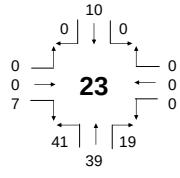
North/South: Church Ln.
East/West: I-405 SB Ramps



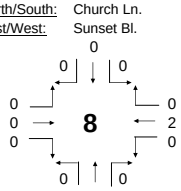
North/South: Sepulveda Bl.
East/West: Montana Av.



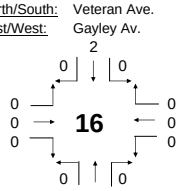
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



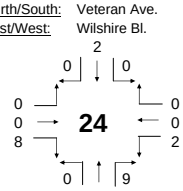
North/South: Church Ln.
East/West: Sunset Bl.

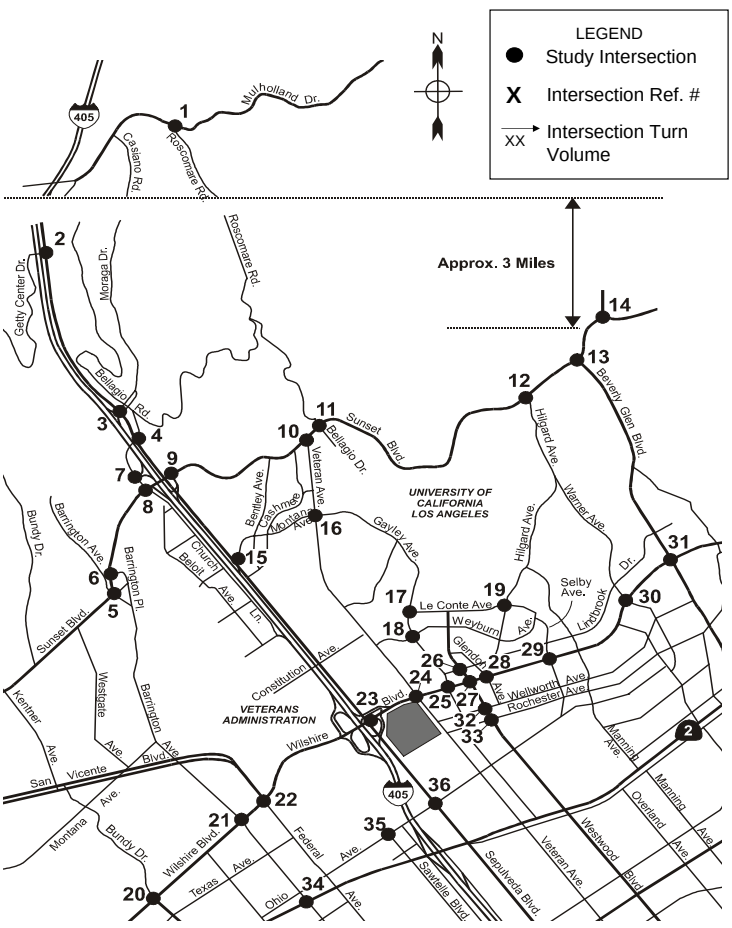


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

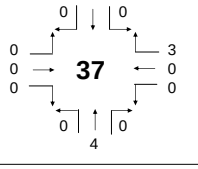
Los Angeles FBI Federal Building

Figure 20a

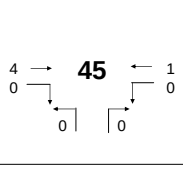
PM Peak Trip Assignment - Phase 1 Project (Year 2012) Traffic

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

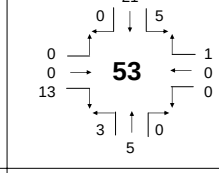
North/South: Veteran Av.
East/West: Ohio Av.



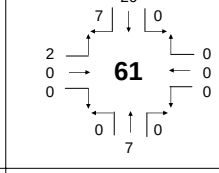
North/South: Overland Av.
East/West: Santa Monica Bl.



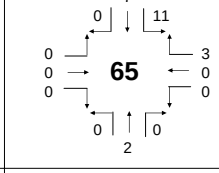
North/South: Westwood Bl.
East/West: Olympic Bl.



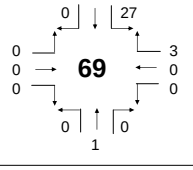
North/South: Sepulveda Bl.
East/West: Pico Bl.



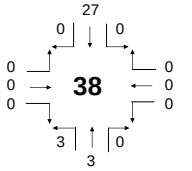
North/South: Sawtelle Bl.
East/West: National Bl.



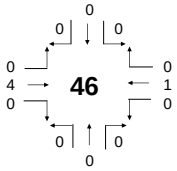
North/South: Westwood Bl.
East/West: National Bl.



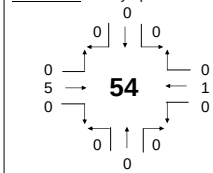
North/South: Westwood Bl.
East/West: Ohio Av.



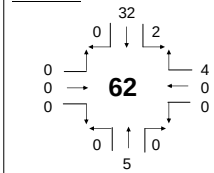
North/South: Beverly Glen Bl.
East/West: Santa Monica North



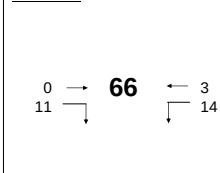
North/South: Overland Av.
East/West: Olympic Bl.



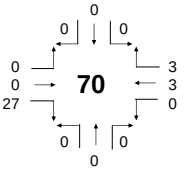
North/South: Westwood Bl.
East/West: Pico Bl.



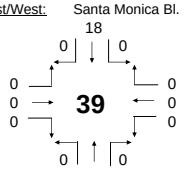
North/South: I-405 SB On Ramp
East/West: National Bl.



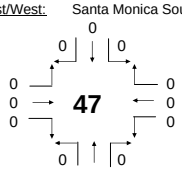
North/South: Overland Av.
East/West: I-10 WB Ramps



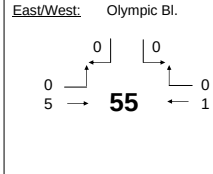
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



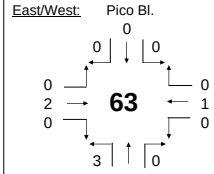
North/South: Beverly Glen Bl.
East/West: Santa Monica South



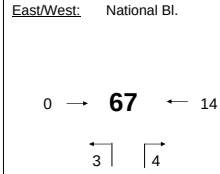
North/South: Century Park West
East/West: Olympic Bl.



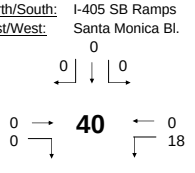
North/South: Overland Av.
East/West: Pico Bl.



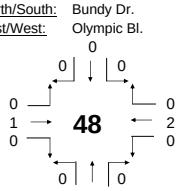
North/South: I-405 NB Off Ramp
East/West: National Bl.



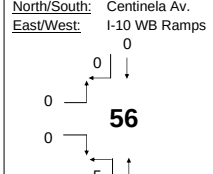
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



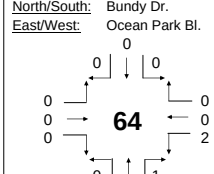
North/South: Bundy Dr.
East/West: Olympic Bl.



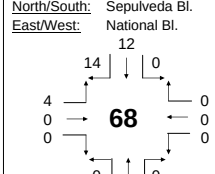
North/South: Centinela Av.
East/West: I-10 WB Ramps



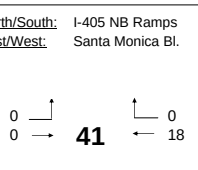
North/South: Bundy Dr.
East/West: Ocean Park Bl.



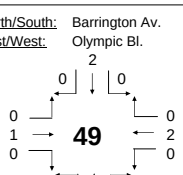
North/South: Sepulveda Bl.
East/West: National Bl.



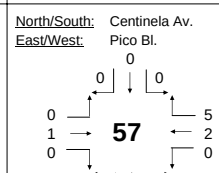
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



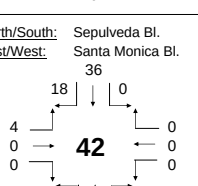
North/South: Barrington Av.
East/West: Olympic Bl.



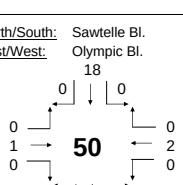
North/South: Centinela Av.
East/West: Pico Bl.



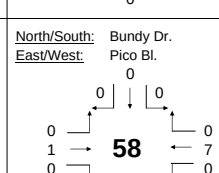
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



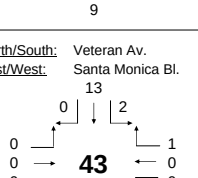
North/South: Sawtelle Bl.
East/West: Olympic Bl.



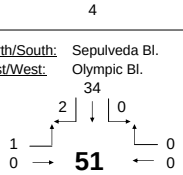
North/South: Bundy Dr.
East/West: Pico Bl.



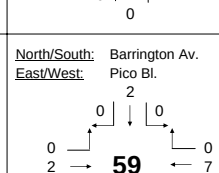
North/South: Veteran Av.
East/West: Santa Monica Bl.



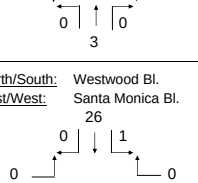
North/South: Sepulveda Bl.
East/West: Olympic Bl.



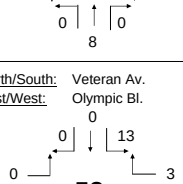
North/South: Barrington Av.
East/West: Pico Bl.



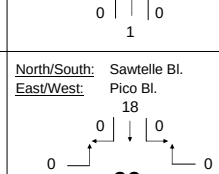
North/South: Westwood Bl.
East/West: Santa Monica Bl.

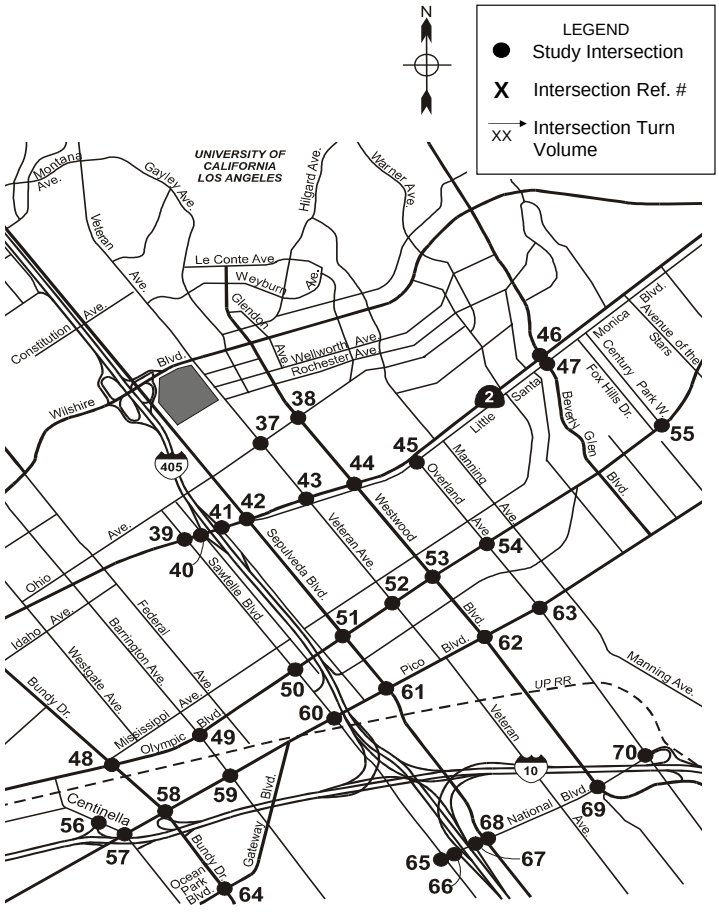


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

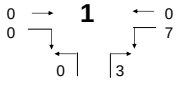
Los Angeles FBI Federal Building

Figure 20b

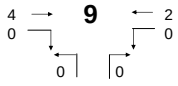
PM Peak Trip Assignment - Phase 1 Project (Year 2012) Traffic

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

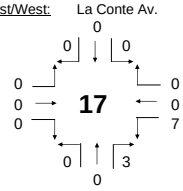
North/South: Roscomare Rd.
East/West: Mulholland Dr.



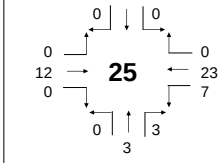
North/South: I-405 NB Ramps
East/West: Sunset Bl.



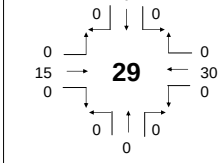
North/South: Gayley Av.
East/West: La Conte Av.



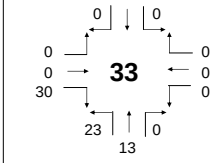
North/South: Gayley Av.
East/West: Wilshire Bl.



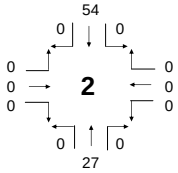
North/South: Selby Av.
East/West: Wilshire Bl.



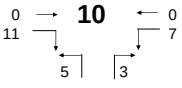
North/South: Westwood Bl.
East/West: Rochester Av.



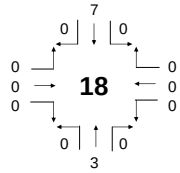
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



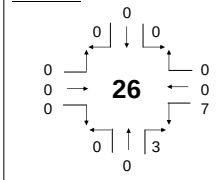
North/South: Veteran Ave.
East/West: Sunset Bl.



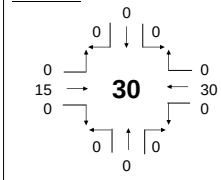
North/South: Gayley Av.
East/West: Weyburn Av.



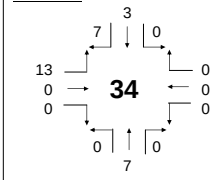
North/South: Westwood Bl.
East/West: Lindbrook Dr.



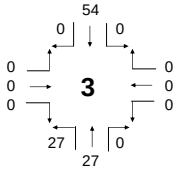
North/South: Warner Av.
East/West: Wilshire Bl.



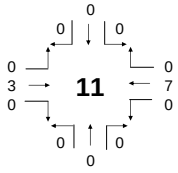
North/South: Barrington Av.
East/West: Santa Monica Bl.



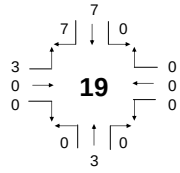
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



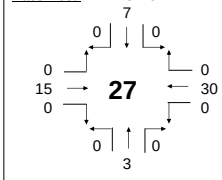
North/South: Bellagio Wy.
East/West: Sunset Bl.



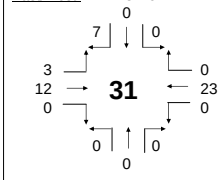
North/South: Hilgard Av.
East/West: La Conte Av.



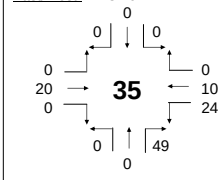
North/South: Westwood Bl.
East/West: Wilshire Bl.



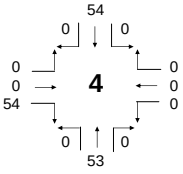
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



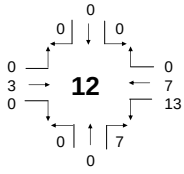
North/South: Sawtelle Bl.
East/West: Ohio Av.



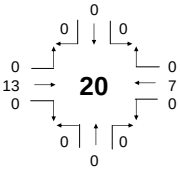
North/South: Sepulveda Bl.
East/West: Ovada Pl.



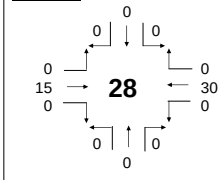
North/South: Hilgard
East/West: Sunset Bl.



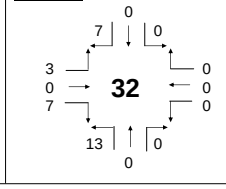
North/South: Bundy Dr.
East/West: Wilshire Bl.



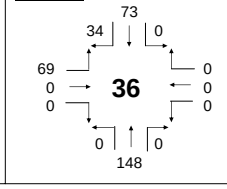
North/South: Glendon Av.
East/West: Wilshire Bl.



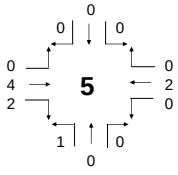
North/South: Westwood Bl.
East/West: Wellworth Av.



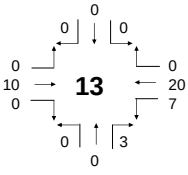
North/South: Sepulveda Bl.
East/West: Ohio Av.



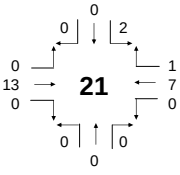
North/South: Barrington Av.
East/West: Sunset Bl.



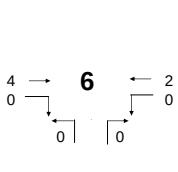
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



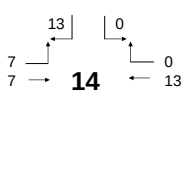
North/South: Barrington Av.
East/West: Wilshire Bl.



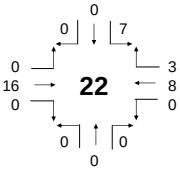
North/South: Barrington Pl.
East/West: Sunset Pl.



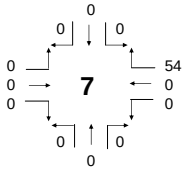
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



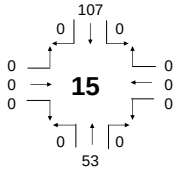
North/South: San Vicente/Federal
East/West: Wilshire Bl.



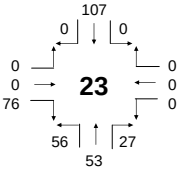
North/South: Church Ln.
East/West: I-405 SB Ramps



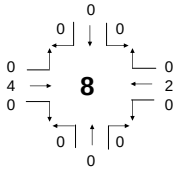
North/South: Sepulveda Bl.
East/West: Montana Av.



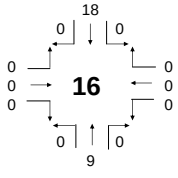
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



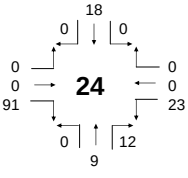
North/South: Church Ln.
East/West: Sunset Bl.

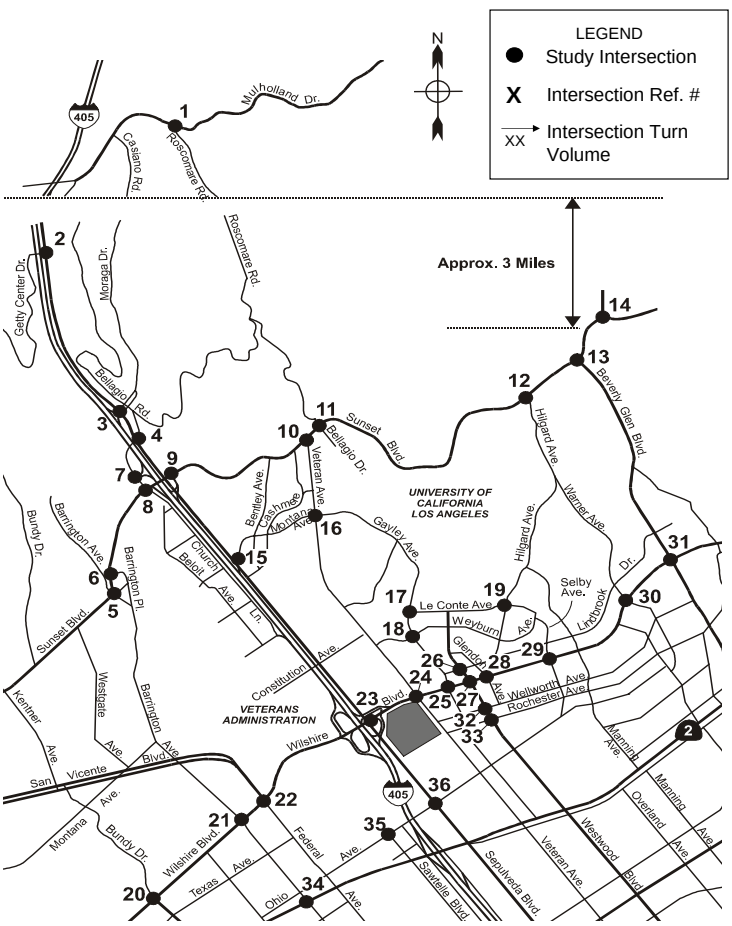


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

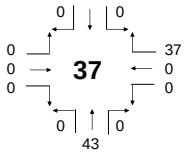
Los Angeles FBI Federal Building

Figure 21a

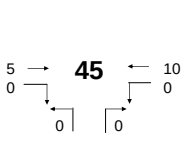
AM Peak Trip Assignment - Phases 1 and 2 Project (Year 2017) Traffic

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

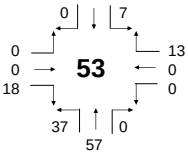
North/South: Veteran Av.
East/West: Ohio Av.



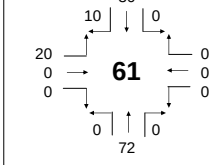
North/South: Overland Av.
East/West: Santa Monica Bl.



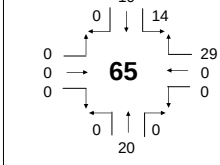
North/South: Westwood Bl.
East/West: Olympic Bl.



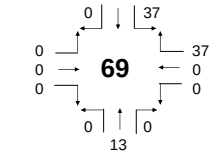
North/South: Sepulveda Bl.
East/West: Pico Bl.



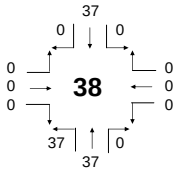
North/South: Sawtelle Bl.
East/West: National Bl.



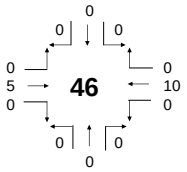
North/South: Westwood Bl.
East/West: National Bl.



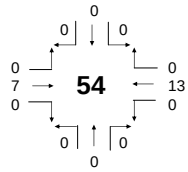
North/South: Westwood Bl.
East/West: Ohio Av.



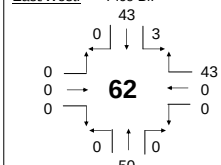
North/South: Beverly Glen Bl.
East/West: Santa Monica North



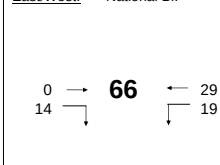
North/South: Overland Av.
East/West: Olympic Bl.



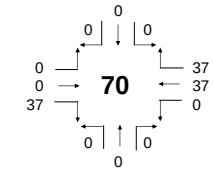
North/South: Westwood Bl.
East/West: Pico Bl.



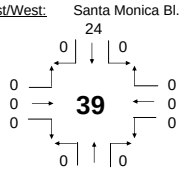
North/South: I-405 SB On Ramp
East/West: National Bl.



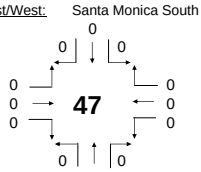
North/South: Overland Av.
East/West: I-10 WB Ramps



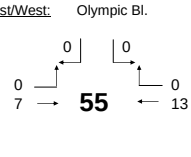
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



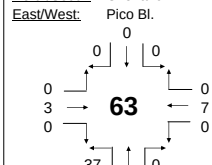
North/South: Beverly Glen Bl.
East/West: Santa Monica South



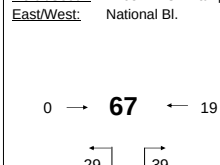
North/South: Century Park West
East/West: Olympic Bl.



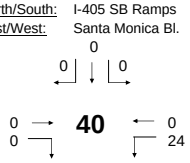
North/South: Overland Av.
East/West: Pico Bl.



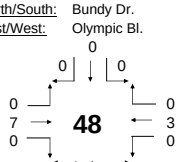
North/South: I-405 NB Off Ramp
East/West: National Bl.



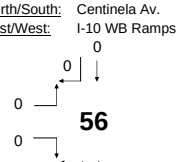
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



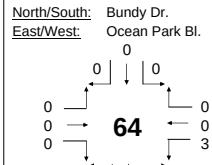
North/South: Bundy Dr.
East/West: Olympic Bl.



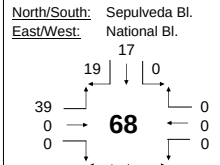
North/South: Centinela Av.
East/West: I-10 WB Ramps



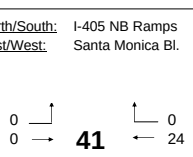
North/South: Bundy Dr.
East/West: Ocean Park Bl.



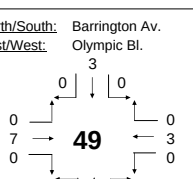
North/South: Sepulveda Bl.
East/West: National Bl.



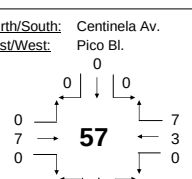
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



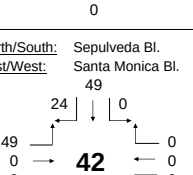
North/South: Barrington Av.
East/West: Olympic Bl.



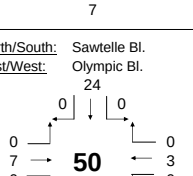
North/South: Centinela Av.
East/West: Pico Bl.



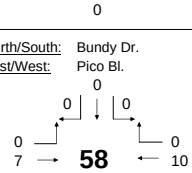
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



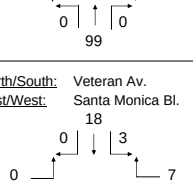
North/South: Sawtelle Bl.
East/West: Olympic Bl.



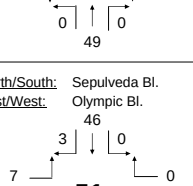
North/South: Bundy Dr.
East/West: Pico Bl.



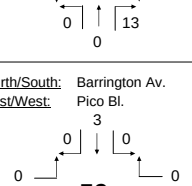
North/South: Veteran Av.
East/West: Santa Monica Bl.



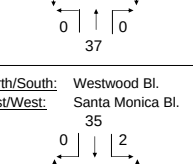
North/South: Sepulveda Bl.
East/West: Olympic Bl.



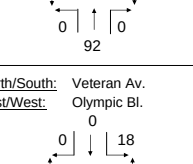
North/South: Barrington Av.
East/West: Pico Bl.



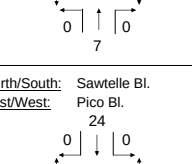
North/South: Westwood Bl.
East/West: Santa Monica Bl.

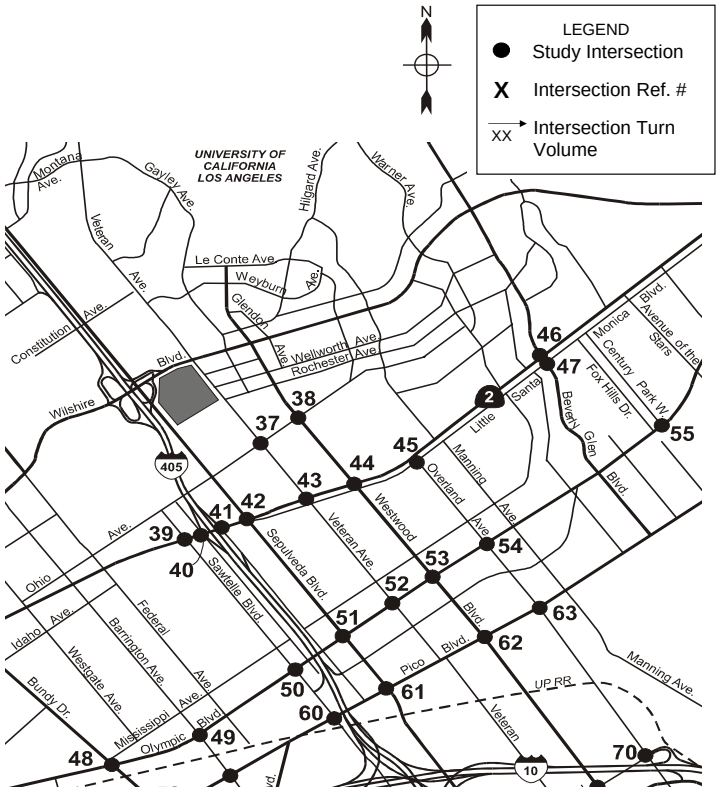


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

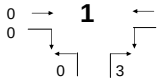
Los Angeles FBI Federal Building

Figure 21b

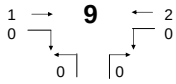
AM Peak Trip Assignment - Phases 1 and 2 Project (Year 2017) Traffic

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

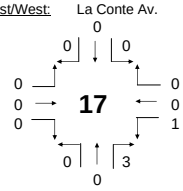
North/South: Roscomare Rd.
East/West: Mulholland Dr.



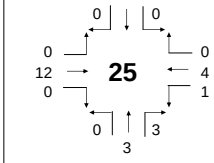
North/South: I-405 NB Ramps
East/West: Sunset Bl.



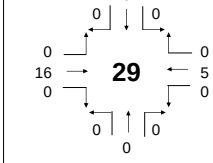
North/South: Gayley Av.
East/West: La Conte Av.



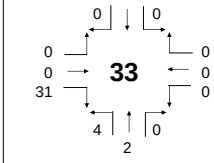
North/South: Gayley Av.
East/West: Wilshire Bl.



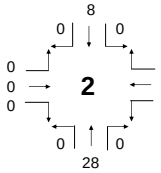
North/South: Selby Av.
East/West: Wilshire Bl.



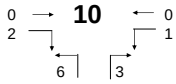
North/South: Westwood Bl.
East/West: Rochester Av.



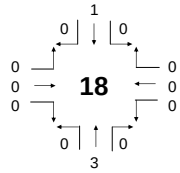
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



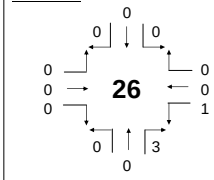
North/South: Veteran Ave.
East/West: Sunset Bl.



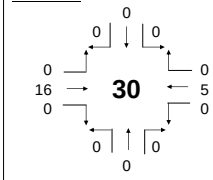
North/South: Gayley Av.
East/West: Weyburn Av.



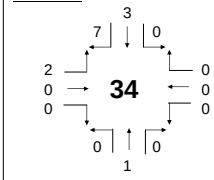
North/South: Westwood Bl.
East/West: Lindbrook Dr.



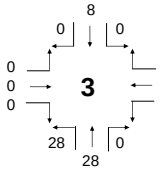
North/South: Warner Av.
East/West: Wilshire Bl.



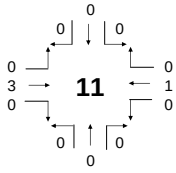
North/South: Barrington Av.
East/West: Santa Monica Bl.



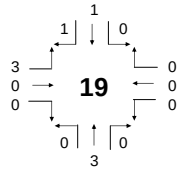
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



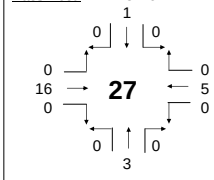
North/South: Bellagio Wy.
East/West: Sunset Bl.



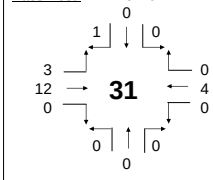
North/South: Hilgard Av.
East/West: La Conte Av.



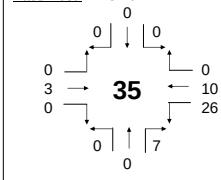
North/South: Westwood Bl.
East/West: Wilshire Bl.



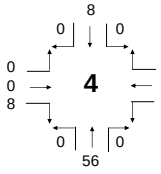
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



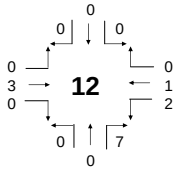
North/South: Sawtelle Bl.
East/West: Ohio Av.



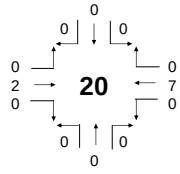
North/South: Sepulveda Bl.
East/West: Ovada Pl.



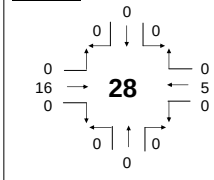
North/South: Hilgard
East/West: Sunset Bl.



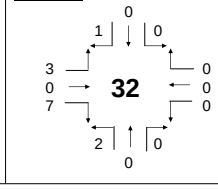
North/South: Bundy Dr.
East/West: Wilshire Bl.



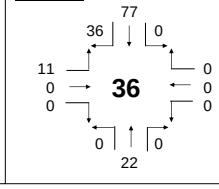
North/South: Glendon Av.
East/West: Wilshire Bl.



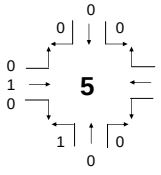
North/South: Westwood Bl.
East/West: Wellworth Av.



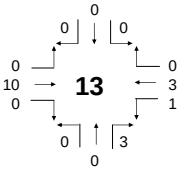
North/South: Sepulveda Bl.
East/West: Ohio Av.



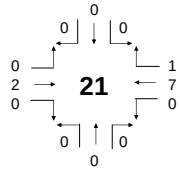
North/South: Barrington Av.
East/West: Sunset Bl.



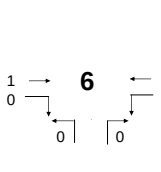
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



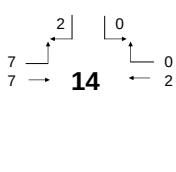
North/South: Barrington Av.
East/West: Wilshire Bl.



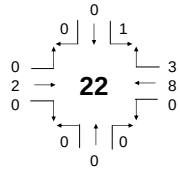
North/South: Barrington Pl.
East/West: Sunset Pl.



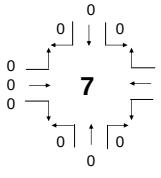
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



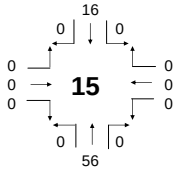
North/South: San Vicente/Federal
East/West: Wilshire Bl.



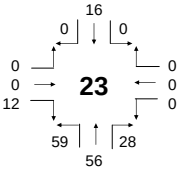
North/South: Church Ln.
East/West: I-405 SB Ramps



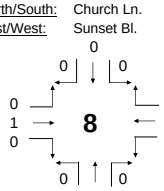
North/South: Sepulveda Bl.
East/West: Montana Av.



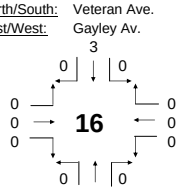
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



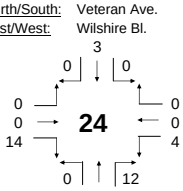
North/South: Church Ln.
East/West: Sunset Bl.

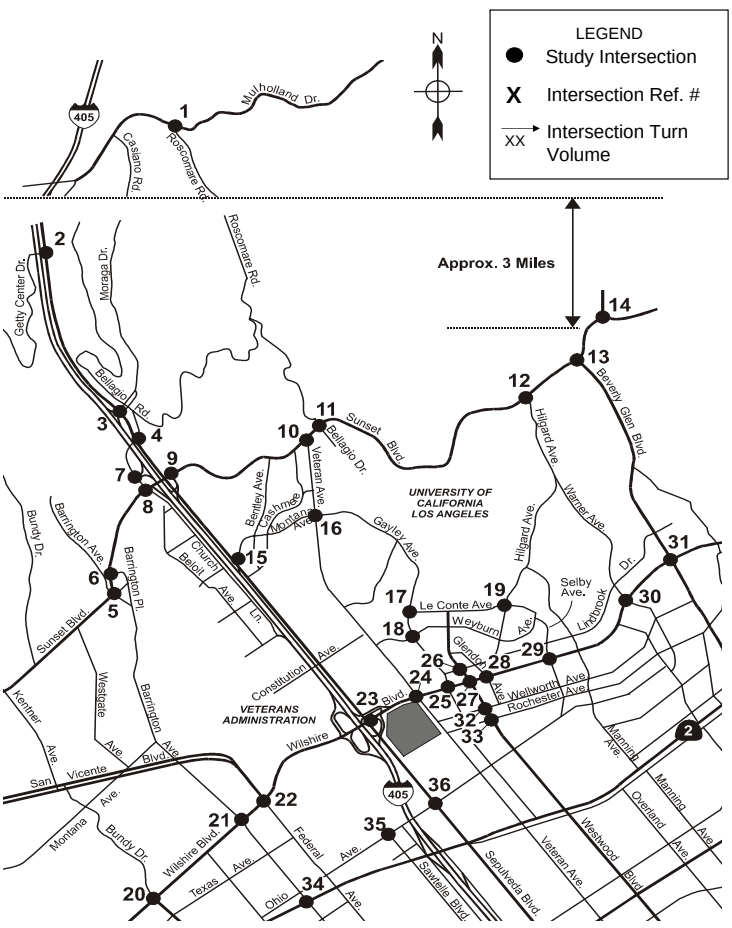


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

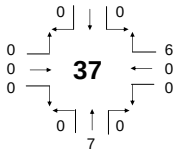
Los Angeles FBI Federal Building

Figure 22a

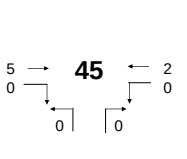
PM Peak Trip Assignment - Phases 1 and 2 Project (Year 2017) Traffic

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

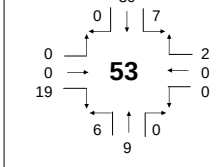
North/South: Veteran Av.
East/West: Ohio Av.



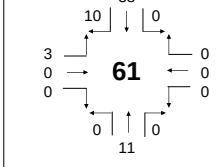
North/South: Overland Av.
East/West: Santa Monica Bl.



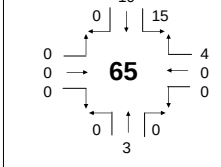
North/South: Westwood Bl.
East/West: Olympic Bl.



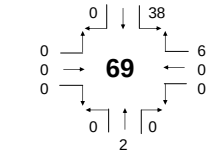
North/South: Sepulveda Bl.
East/West: Pico Bl.



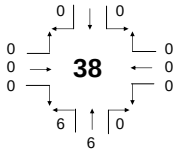
North/South: Sawtelle Bl.
East/West: National Bl.



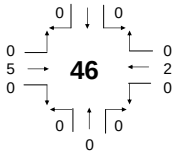
North/South: Westwood Bl.
East/West: National Bl.



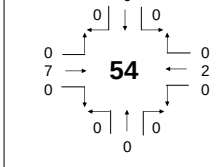
North/South: Westwood Bl.
East/West: Ohio Av.



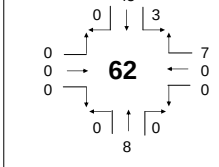
North/South: Beverly Glen Bl.
East/West: Santa Monica North



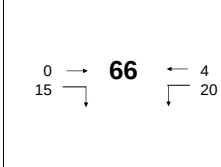
North/South: Overland Av.
East/West: Olympic Bl.



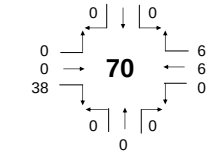
North/South: Westwood Bl.
East/West: Pico Bl.



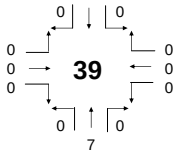
North/South: I-405 SB On Ramp
East/West: National Bl.



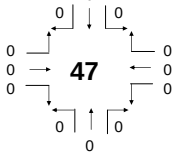
North/South: Overland Av.
East/West: I-10 WB Ramps



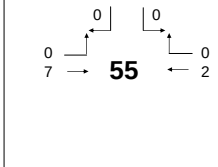
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



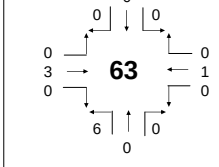
North/South: Beverly Glen Bl.
East/West: Santa Monica South



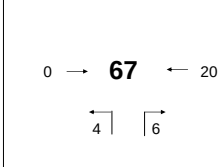
North/South: Century Park West
East/West: Olympic Bl.



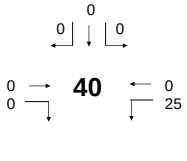
North/South: Overland Av.
East/West: Pico Bl.



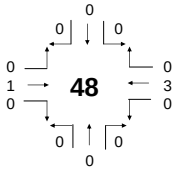
North/South: I-405 NB Off Ramp
East/West: National Bl.



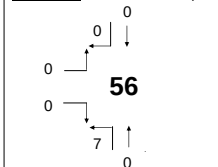
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



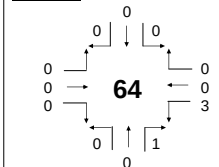
North/South: Bundy Dr.
East/West: Olympic Bl.



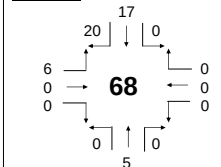
North/South: Centinela Av.
East/West: I-10 WB Ramps



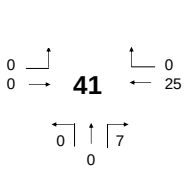
North/South: Bundy Dr.
East/West: Ocean Park Bl.



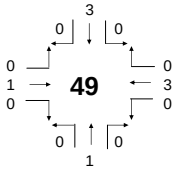
North/South: Sepulveda Bl.
East/West: National Bl.



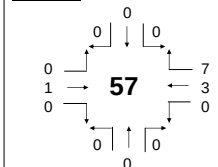
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



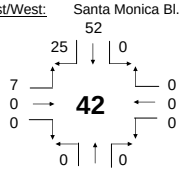
North/South: Barrington Av.
East/West: Olympic Bl.



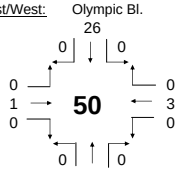
North/South: Centinela Av.
East/West: Pico Bl.



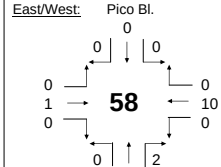
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



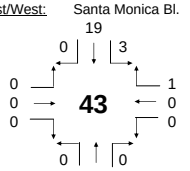
North/South: Sawtelle Bl.
East/West: Olympic Bl.



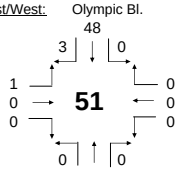
North/South: Bundy Dr.
East/West: Pico Bl.



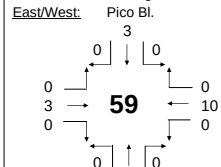
North/South: Veteran Av.
East/West: Santa Monica Bl.



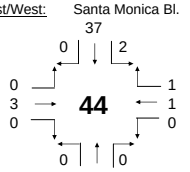
North/South: Sepulveda Bl.
East/West: Olympic Bl.



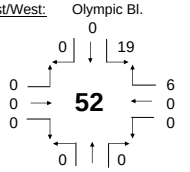
North/South: Barrington Av.
East/West: Pico Bl.



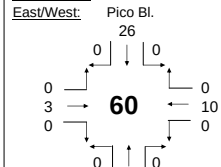
North/South: Westwood Bl.
East/West: Santa Monica Bl.

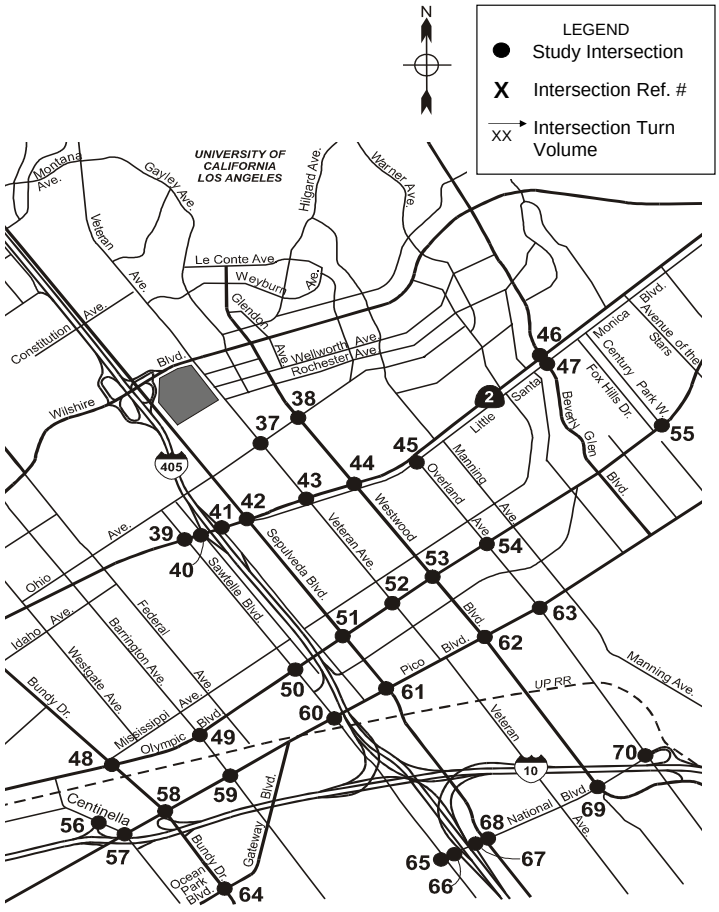


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 22b

PM Peak Trip Assignment - Phases 1 and 2 Project (Year 2017) Traffic

5. Future (2012 & 2017) with Ambient Growth and Related Projects and Project Conditions

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic under Phases 1 and 2. Traffic volumes for these conditions were derived by adding Project trips to the future volumes (with ambient growth and related projects volumes).

Phase 1 (Year 2012) Conditions

Table 10 summarizes the resulting LOS values at the study intersections. As shown, only 10 of the 70 study intersections would remain to operate at acceptable levels of service (LOS D or better) during both peak periods.

Table 10 – Intersection Performance - Ambient Growth and Related Projects and Phase 1 Project Conditions (Year 2012)

	Weekday AM Peak		Weekday PM Peak	
Intersection	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.737	C	0.609	B
2. Sepulveda Bl & Getty Ctr Dr	1.086	F	1.125	F
3. Sepulveda Bl & Moraga Dr/I-405	1.267	F	1.037	F
4. Sepulveda Bl & Church Ln	1.108	F	1.254	F
5. Barrington Av & Sunset Bl	1.082	F	0.871	D
6. Barrington Pl & Sunset Bl	1.153	F	0.978	E
7. Church Ln & I-405 SB Ramps	0.943	E	0.917	E
8. Church Ln & Sunset Bl	0.968	E	0.938	E
9. I-405 NB Ramps & Sunset Bl	1.024	F	0.637	B
10. Veteran Av & Sunset Bl	1.297	F	1.304	F
11. Bellagio & Sunset Bl	0.970	E	1.207	F
12. Hilgard Av & Sunset Bl	1.083	F	1.206	F
13. Beverly Glen Bl (West) & Sunset Bl	1.500	F	1.630	F
14. Beverly Glen (East) & Sunset Bl	1.126	F	1.328	F
15. Sepulveda Bl & Montana Av	1.155	F	1.301	F
16. Veteran & Gayley	1.206	F	1.619	F
17. Gayley Av & Le Conte Av	0.864	D	0.950	E
18. Gayley Av & Weyburn Av	0.636	B	1.064	F
19. Hilgard Av & Le Conte Av	0.663	B	0.804	D
20. Bundy Dr & Wilshire Bl	0.977	E	1.014	F
21. Barrington Av & Wilshire Bl	0.956	E	0.957	E
22. San Vicente/Federal & Wilshire	1.227	F	1.200	F
23. Sepulveda Bl & Wilshire Bl	1.556	F	1.508	F
24. Veteran Av & Wilshire Bl	1.201	F	1.383	F
25. Gayley Av & Wilshire Bl	1.083	F	1.328	F

DRAFT

Table 10 – Intersection Performance - Ambient Growth and Related Projects and Phase 1 Project Conditions (Year 2012) (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
26. Westwood Bl & Lindbrook Dr	0.791	C	1.118	F
27. Westwood Bl & Wilshire Bl	1.291	F	1.185	F
28. Glendon Av & Wilshire Bl	1.019	F	1.142	F
29. Selby Av & Wilshire Bl	0.996	E	0.944	E
30. Warner Av & Wilshire Bl	0.893	D	0.773	C
31. Beverly Glen Bl & Wilshire Bl	1.055	F	1.057	F
32. Westwood Bl & Wellworth Av	0.705	C	0.980	E
33. Westwood Bl & Rochester Av	0.613	B	0.816	D
34. Barrington Av & Santa Monica Bl	0.874	D	1.029	F
35. Sawtelle Bl & Ohio Av	1.204	F	1.017	F
36. Sepulveda Bl & Ohio Av	1.029	F	1.136	F
37. Veteran Av & Ohio Av	0.936	E	1.032	F
38. Westwood Bl & Ohio Av	0.956	E	1.117	F
39. Sawtelle Bl & Santa Monica Bl	0.942	E	0.960	E
40. I-405 SB Ramps & Santa Monica	1.170	F	0.858	D
41. I-405 NB Ramps & Santa Monica	1.021	F	1.098	F
42. Sepulveda Bl & Santa Monica Bl	1.062	F	1.044	F
43. Veteran Av & Santa Monica Bl	0.701	C	0.848	D
44. Westwood Bl & Santa Monica Bl	1.067	F	1.170	F
45. Overland Av & Santa Monica Bl	0.525	A	0.535	A
46. Beverly Glen Bl & Santa Monica	0.705	C	0.783	C
47. Beverly Glen & Santa Monica South	0.888	D	1.053	F
48. Bundy Dr & Olympic Bl	1.370	F	1.439	F
49. Barrington Av & Olympic Bl	1.050	F	1.100	F
50. Sawtelle Bl & Olympic Bl	1.345	F	1.437	F
51. Sepulveda Bl & Olympic Bl	1.039	F	1.045	F
52. Veteran Av & Olympic Bl	0.661	B	0.890	D
53. Westwood Bl & OIympic Bl	1.347	F	1.450	F
54. Overland Av & Olympic Bl	1.128	F	1.196	F
55. Century Park West & Olympic Bl	0.928	E	1.406	F
56. Centinela Av & I-10 WB Ramps	0.950	E	1.104	F
57. Centinela Av & Pico Bl	0.948	E	1.037	F
58. Bundy Dr & Pico Bl	0.917	E	1.019	F
59. Barrington Av & Pico Bl	0.919	E	1.082	F
60. Sawtelle Bl & Pico Bl	0.951	E	1.182	F

FINAL

Table 10 – Intersection Performance - Ambient Growth and Related Projects and Phase 1 Project Conditions (Year 2012) (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
61. Sepulveda Bl & Pico Bl	1.039	F	0.924	E
62. Westwood Bl & Pico Bl	1.010	F	1.035	F
63. Overland Av & Pico Bl	1.045	F	1.110	F
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.836	D	1.086	F
65. Sawtelle Bl & National Bl	1.126	F	1.093	F
66. I-405 SB On Ramp & National Bl	0.638	B	0.673	B
67. I-405 NB Off Ramp & National Bl	0.699	B	0.803	D
68. Sepulveda Bl & National Bl	1.207	F	1.197	F
69. Westwood Bl & National Bl	0.964	E	1.377	F
70. Overland Av & I-10 WB Ramps/National Bl	1.377	F	1.362	F

Phases 1 and 2 (Year 2012 & 2017) Conditions

Table 11 summarizes the resulting LOS values at the study intersections once Phase 2 is completed. As shown, only 8 of the 70 study intersections would remain to operate at acceptable levels of service (LOS D or better) during both peak periods.

Table 11 – Intersection Performance - Ambient Growth and Related Projects and Phases 1 and 2 Project Conditions (Year 2017)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.771	C	0.637	B
2. Sepulveda Bl & Getty Ctr Dr	1.136	F	1.175	F
3. Sepulveda Bl & Moraga Dr/I-405	1.321	F	1.077	F
4. Sepulveda Bl & Church Ln	1.163	F	1.309	F
5. Barrington Av & Sunset Bl	1.132	F	0.912	E
6. Barrington Pl & Sunset Bl	1.204	F	1.022	F
7. Church Ln & I-405 SB Ramps	0.987	E	0.956	E
8. Church Ln & Sunset Bl	1.012	F	0.980	E
9. I-405 NB Ramps & Sunset Bl	1.069	F	0.666	B
10. Veteran Av & Sunset Bl	1.356	F	1.351	F
11. Bellagio & Sunset Bl	1.015	F	1.263	F
12. Hilgard Av & Sunset Bl	1.130	F	1.256	F
13. Beverly Glen Bl (West) & Sunset Bl	1.567	F	1.703	F
14. Beverly Glen (East) & Sunset Bl	1.176	F	1.386	F
15. Sepulveda Bl & Montana Av	1.205	F	1.404	F

Table 11 – Intersection Performance - Ambient Growth and Related Projects and Phases 1 and 2 Project Conditions (Year 2017) (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
16. Veteran & Gayley	1.254	F	1.672	F
17. Gayley Av & Le Conte Av	0.898	D	0.973	E
18. Gayley Av & Weyburn Av	0.665	B	1.111	F
19. Hilgard Av & Le Conte Av	0.692	B	0.838	D
20. Bundy Dr & Wilshire Bl	1.022	F	1.061	F
21. Barrington Av & Wilshire Bl	0.999	E	1.001	F
22. San Vicente/Federal & Wilshire	1.280	F	1.256	F
23. Sepulveda Bl & Wilshire Bl	1.633	F	1.582	F
24. Veteran Av & Wilshire Bl	1.256	F	1.442	F
25. Gayley Av & Wilshire Bl	1.126	F	1.375	F
26. Westwood Bl & Lindbrook Dr	0.814	D	1.138	F
27. Westwood Bl & Wilshire Bl	1.338	F	1.220	F
28. Glendon Av & Wilshire Bl	1.061	F	1.187	F
29. Selby Av & Wilshire Bl	1.040	F	0.984	E
30. Warner Av & Wilshire Bl	0.932	E	0.807	D
31. Beverly Glen Bl & Wilshire Bl	1.101	F	1.104	F
32. Westwood Bl & Wellworth Av	0.732	C	1.018	F
33. Westwood Bl & Rochester Av	0.636	B	0.846	D
34. Barrington Av & Santa Monica Bl	0.919	E	1.075	F
35. Sawtelle Bl & Ohio Av	1.260	F	1.064	F
36. Sepulveda Bl & Ohio Av	1.072	F	1.194	F
37. Veteran Av & Ohio Av	0.977	E	1.080	F
38. Westwood Bl & Ohio Av	0.997	E	1.164	F
39. Sawtelle Bl & Santa Monica Bl	0.983	E	0.997	E
40. I-405 SB Ramps & Santa Monica	1.215	F	0.890	D
41. I-405 NB Ramps & Santa Monica	1.065	F	1.139	F
42. Sepulveda Bl & Santa Monica Bl	1.111	F	1.093	F
43. Veteran Av & Santa Monica Bl	0.734	C	0.884	D
44. Westwood Bl & Santa Monica Bl	1.112	F	1.227	F
45. Overland Av & Santa Monica Bl	0.546	A	0.558	A
46. Beverly Glen Bl & Santa Monica	0.733	C	0.814	D
47. Beverly Glen & Santa Monica South	0.929	E	1.101	F
48. Bundy Dr & Olympic Bl	1.431	F	1.501	F
49. Barrington Av & Olympic Bl	1.096	F	1.150	F
50. Sawtelle Bl & Olympic Bl	1.408	F	1.501	F

DRAFT

Table 11 – Intersection Performance - Ambient Growth and Related Projects and Phases 1 and 2 Project Conditions (Year 2017) (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
51. Sepulveda Bl & Olympic Bl	1.091	F	1.096	F
52. Veteran Av & Olympic Bl	0.690	B	0.930	E
53. Westwood Bl & OIympic Bl	1.405	F	1.512	F
54. Overland Av & Olympic Bl	1.179	F	1.247	F
55. Century Park West & Olympic Bl	0.967	E	1.467	F
56. Centinela Av & I-10 WB Ramps	0.994	E	1.157	F
57. Centinela Av & Pico Bl	0.992	E	1.085	F
58. Bundy Dr & Pico Bl	0.959	E	1.064	F
59. Barrington Av & Pico Bl	0.962	E	1.132	F
60. Sawtelle Bl & Pico Bl	0.995	E	1.236	F
61. Sepulveda Bl & Pico Bl	1.090	F	0.967	E
62. Westwood Bl & Pico Bl	1.054	F	1.078	F
63. Overland Av & Pico Bl	1.092	F	1.158	F
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.875	D	1.136	F
65. Sawtelle Bl & National Bl	1.137	F	1.145	F
66. I-405 SB On Ramp & National Bl	0.665	B	0.707	C
67. I-405 NB Off Ramp & National Bl	0.733	C	0.842	D
68. Sepulveda Bl & National Bl	1.268	F	1.254	F
69. Westwood Bl & National Bl	0.995	E	1.423	F
70. Overland Av & I-10 WB Ramps/National Bl	1.436	F	1.427	F

Determination of significant traffic impacts created by Project traffic – per LADOT guidelines - is discussed in the next report section.

Figures 23a-23b and 24a-24b illustrate the morning and afternoon peak hour turn movement volumes at the study intersections under future with Phase 1 project conditions. Figures 23a-23b and 24a-24b illustrate the morning and afternoon peak hour turn movement volumes at the study intersections under future with Phases 1 and 2 project conditions. The traffic analysis worksheets for Phase 1 project conditions scenario are included in Appendix G of this report. Appendix H includes the traffic analysis worksheets for Phases 1 and 2 project conditions scenario.

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Roscomare Rd.
East/West: Mulholland Dr.

	704 →	
	485	
	135	112

1

	512 →	
	204	

North/South: I-405 NB Ramps
East/West: Sunset Bl.

	2415 →	
	921	
	483	372

9

	876 →	
	0	

North/South: Gayley Av.
East/West: La Conte Av.

352

	15	397
44		280
154 →	**17**	90 ←
12		253
	30	242

977

North/South: Gayley Av.
East/West: Wilshire Bl.

134

	515	133
754		218
3953 →	**25**	3245 ←
234		65
	62	74

448

North/South: Selby Av.
East/West: Wilshire Bl.

41

	52	159
32		132
2227 →	**29**	3468 ←
41		74
	175	121

93

North/South: Westwood Bl.
East/West: Rochester Av.

856

	19	17
15		16
27 →	**33**	26 ←
85		25
	66	30

1686

North/South: Sepulveda Bl.
East/West: Getty Center Dr.

2883

	127	12
5		2
0 →	**2**	1 ←
18		1
	241	10

632

North/South: Veteran Ave.
East/West: Sunset Bl.

	2031 →	
	436	
	227	410

10

	1347 →	
	389	

North/South: Gayley Av.
East/West: Weyburn Av.

607

	127	35
308		61
230 →	**18**	102 ←
60		84
	25	136

951

North/South: Westwood Bl.
East/West: Lindbrook Dr.

632

	31	7
24		29
209 →	**26**	206 ←
46		314
	24	600

1583

North/South: Warner Av.
East/West: Wilshire Bl.

90

	126	95
101		90
2703 →	**30**	3120 ←
24		17
	102	37

73

North/South: Barrington Av.
East/West: Santa Monica Bl.

551

	65	111
73		71
1862 →	**34**	1904 ←
66		79
	96	104

609

North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB

2788

	1	109
96		30
83 →	**3**	95 ←
12		83
	331	62

749

North/South: Bellagio Wy.
East/West: Sunset Bl.

87

	275	488
316		30
1956 →	**11**	1424 ←
116		66
	35	16

4

North/South: Hilgard Av.
East/West: La Conte Av.

333

	453	5
372		33
56 →	**19**	167 ←
40		21
	63	5

596

North/South: Westwood Bl.
East/West: Wilshire Bl.

364

	513	122
981		282
2852 →	**27**	2981 ←
168		413
	112	404

1019

North/South: Beverly Glen Bl.
East/West: Wilshire Bl.

661

	87	99
136		79
2320 →	**31**	2565 ←
305		143
	204	107

446

North/South: Sawtelle Bl.
East/West: Ohio Av.

111

	27	36
77		102
893 →	**35**	535 ←
62		152
	127	278

439

North/South: Sepulveda Bl.
East/West: Ovada Pl.

2061

	759	2
128		6
55 →	**4**	137 ←
97		98
	27	97

936

North/South: Hilgard
East/West: Sunset Bl.

107

	37	39
31		42
1098 →	**12**	1401 ←
296		586
	202	229

42

North/South: Bundy Dr.
East/West: Wilshire Bl.

834

	60	131
76		70
1227 →	**20**	1530 ←
113		122
	190	117

700

North/South: Glendon Av.
East/West: Wilshire Bl.

565

	399	188
557		266
2459 →	**28**	2577 ←
303		71
	16	20

150

North/South: Westwood Bl.
East/West: Wellworth Av.

761

	21	26
40		95
80 →	**32**	76 ←
72		80
	88	261

1692

North/South: Sepulveda Bl.
East/West: Ohio Av.

963

	149	32
287		53
853 →	**36**	597 ←
94		95
	99	238

983

North/South: Barrington Av.
East/West: Sunset Bl.

75

	7	208
0		144
1956 →	**5**	2175 ←
202		269
	183	287

37

North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.

104

	22	100
22		90
1159 →	**13**	2124 ←
208		791
	120	568

91

North/South: Barrington Av.
East/West: Wilshire Bl.

386

	70	291
68		88
1722 →	**21**	1935 ←
87		116
	142	130

371

North/South: Barrington Pl.
East/West: Sunset Pl.

	2117 →	
	109	
	55	620

6

	2218 →	
	353	

North/South: Beverly Glen Bl. E
East/West: Sunset Bl.

	1151	164
666		51
1206 →	**14**	1817 ←

North/South: San Vicente/Federal
East/West: Wilshire Bl.

292

	42	1465
18		1128
2013 →	**22**	2259 ←
90		110
	171	123

218

North/South: Church Ln.
East/West: I-405 SB Ramps

645

	0	225
0		114
0 →	**7**	0 ←
0		1779
	0	375

224

North/South: Sepulveda Bl.
East/West: Montana Av.

1228

	98	635
13		201
400 →	**15**	127 ←
92		80
	111	591

489

North/South: Sepulveda Bl.
East/West: Wilshire Bl.

848

	288	246
80		80
3589 →	**23**	4056 ←
379		176
	366	450

444

North/South: Church Ln.
East/West: Sunset Bl.

204

	1297	810
222		363
2761 →	**8**	1119 ←
65		7
	66	45

2

North/South: Veteran Ave.
East/West: Gayley Av.

415

	50	438
112		199
870 →	**16**	237 ←
33		33
	39	65

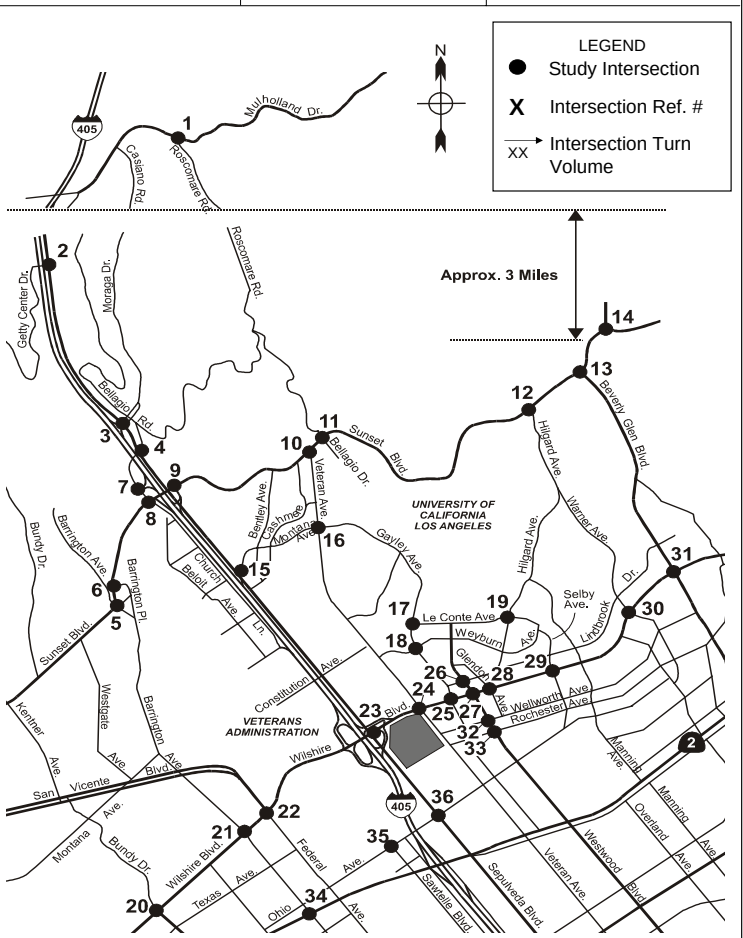
261

North/South: Veteran Ave.
East/West: Wilshire Bl.

290

	489	124
550		49
4571 →	**24**	3098 ←
372		195
	205	226

541



Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 23a

Future (2012) Growth + Related Projects + Phase I Project AM Peak Hour Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Veteran Av.
East/West: Ohio Av.

198
88 30
142 116
957 **37** 541
90 106
76 56
226

North/South: Overland Av.
East/West: Santa Monica Bl.

1804 **45** 1664
77 9
220 182

North/South: Westwood Bl.
East/West: Olympic Bl.

941
127 126
142 185
2891 **53** 2651
227 70
204 176
1574

North/South: Sepulveda Bl.
East/West: Pico Bl.

794
185 91
150 127
1286 **61** 1585
126 149
279 232
1573

North/South: Sawtelle Bl.
East/West: National Bl.

557
60 349
132 474
795 **65** 993
41 93
78 87
891

North/South: Westwood Bl.
East/West: National Bl.

595
161 230
339 452
947 **69** 404
189 10
204 26
662

North/South: Westwood Bl.
East/West: Ohio Av.

929
63 41
251 37
474 **38** 441
116 65
191 50
1613

North/South: Beverly Glen Bl.
East/West: Santa Monica North

773
75 313
46 87
1673 **46** 1302
31 30
10 40
620

North/South: Overland Av.
East/West: Olympic Bl.

293
24 40
32 12
3018 **54** 2585
55 264
105 168
273

North/South: Westwood Bl.
East/West: Pico Bl.

766
117 177
105 222
1595 **62** 1082
60 28
198 141
1583

North/South: I-405 SB On Ramp
East/West: National Bl.

1061 **66** 1277
425 309

North/South: Overland Av.
East/West: I-10 WB Ramps

976
163 433
397 543
208 **70** 658
537 101
34 1056
1135

North/South: Sawtelle Bl.
East/West: Santa Monica Bl.

236
23 75
38 264
1646 **39** 1913
115 166
110 135
513

North/South: Beverly Glen Bl.
East/West: Santa Monica South

878
36 6
39 41
813 **47** 333
12 22
34 46
964

North/South: Century Park West
East/West: Olympic Bl.

202 55
855 137
3212 **55** 2621

North/South: Overland Av.
East/West: Pico Bl.

669
37 29
94 27
1451 **63** 1577
156 593
256 898
689

North/South: I-405 NB Off Ramp
East/West: National Bl.

1056 **67** 1153
327 576

North/South: I-405 SB Ramps
East/West: Santa Monica Bl.

248
560 949
1470 **40** 2027
824 487

North/South: Bundy Dr.
East/West: Olympic Bl.

864
147 339
151 224
1233 **48** 1355
237 170
287 106
2111

North/South: Centinela Av.
East/West: I-10 WB Ramps

438
102
566
56
430
486
532

North/South: Bundy Dr.
East/West: Ocean Park Bl.

776
412 16
66 29
478 **64** 583
340 52
417 179
1625

North/South: Sepulveda Bl.
East/West: National Bl.

543
193 89
331 132
1327 **68** 787
94 66
215 250
1893

North/South: I-405 NB Ramps
East/West: Santa Monica Bl.

580 393
1896 **41** 1486
999 996
533

North/South: Barrington Av.
East/West: Olympic Bl.

609
74 296
60 164
1513 **49** 2033
97 152
307 309
1012

North/South: Centinela Av.
East/West: Pico Bl.

571
242 67
151 401
1494 **57** 828
362 73
79 93
496

North/South: Sepulveda Bl.
East/West: Santa Monica Bl.

877
191 135
288 64
2016 **42** 1365
383 116
217 80
1365

North/South: Sawtelle Bl.
East/West: Olympic Bl.

553
56 149
28 113
1804 **50** 2002
124 197
231 602
713

North/South: Bundy Dr.
East/West: Pico Bl.

1223
113 82
144 88
1273 **58** 986
45 101
165 293
1808

North/South: Veteran Av.
East/West: Santa Monica Bl.

268
39 11
98 39
1617 **43** 1397
6 22
72 17
469

North/South: Sepulveda Bl.
East/West: Olympic Bl.

638
185 88
92 184
2141 **51** 2563
77 118
174 246
1367

North/South: Barrington Av.
East/West: Pico Bl.

615
111 113
208 40
1343 **59** 884
61 22
169 49
1309

North/South: Westwood Bl.
East/West: Santa Monica Bl.

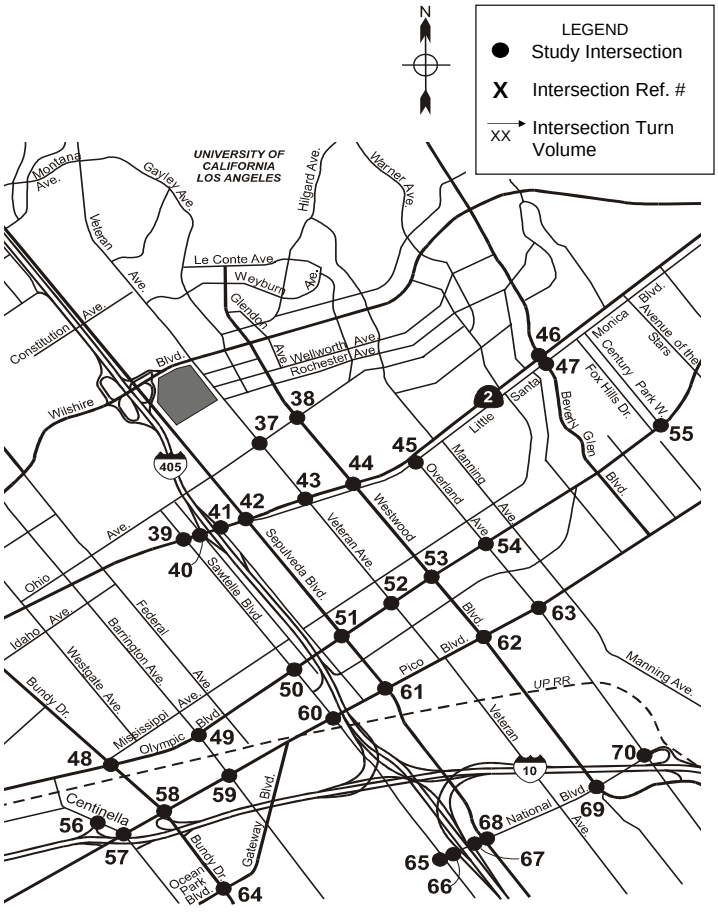
959
99 131
223 209
1904 **44** 1793
79 159
77 50
1475

North/South: Veteran Av.
East/West: Olympic Bl.

65
27 158
34 108
1840 **52** 2393
12 21
41 57
216

North/South: Sawtelle Bl.
East/West: Pico Bl.

322
58 81
75 74
1508 **60** 1145
70 81
208 432
1067



Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

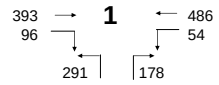
Los Angeles FBI Federal Building

Figure 23b

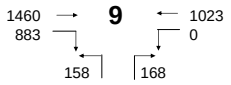
Future (2012) Growth + Related Projects + Phase I Project AM Peak Hour Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

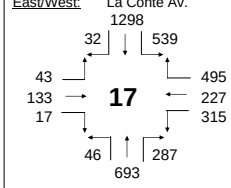
North/South: Roscomare Rd.
East/West: Mulholland Dr.



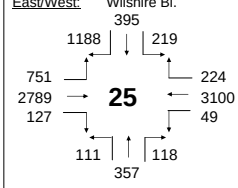
North/South: I-405 NB Ramps
East/West: Sunset Bl.



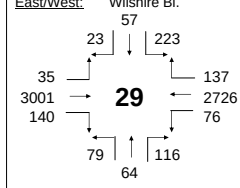
North/South: Gayley Av.
East/West: La Conte Av.



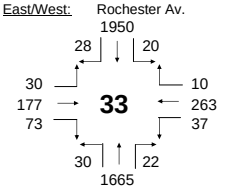
North/South: Gayley Av.
East/West: Wilshire Bl.



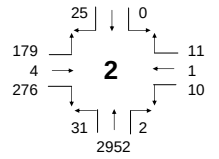
North/South: Selby Av.
East/West: Wilshire Bl.



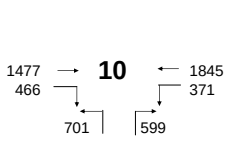
North/South: Westwood Bl.
East/West: Rochester Av.



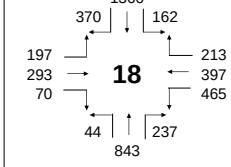
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



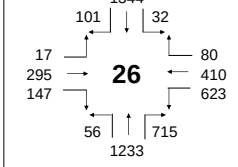
North/South: Veteran Ave.
East/West: Sunset Bl.



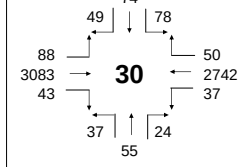
North/South: Gayley Av.
East/West: Weyburn Av.



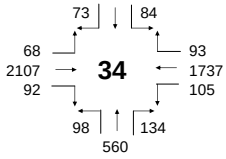
North/South: Westwood Bl.
East/West: Lindbrook Dr.



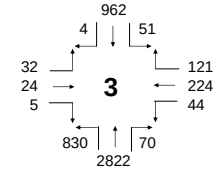
North/South: Warner Av.
East/West: Wilshire Bl.



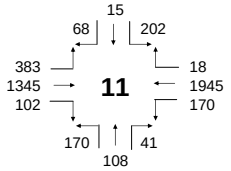
North/South: Barrington Av.
East/West: Santa Monica Bl.



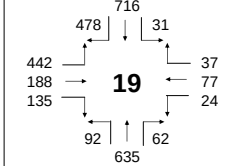
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



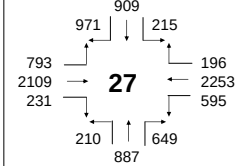
North/South: Bellagio Wy.
East/West: Sunset Bl.



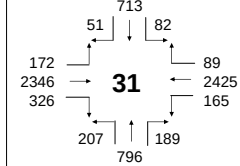
North/South: Hilgard Av.
East/West: La Conte Av.



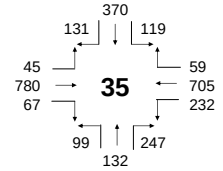
North/South: Westwood Bl.
East/West: Wilshire Bl.



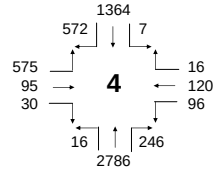
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



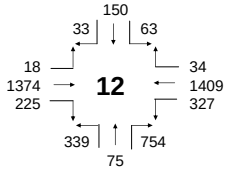
North/South: Sawtelle Bl.
East/West: Ohio Av.



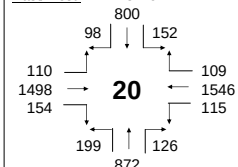
North/South: Sepulveda Bl.
East/West: Ovada Pl.



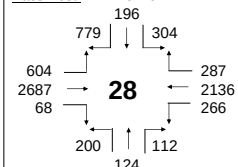
North/South: Hilgard
East/West: Sunset Bl.



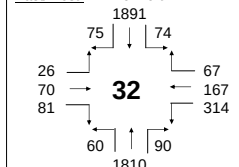
North/South: Bundy Dr.
East/West: Wilshire Bl.



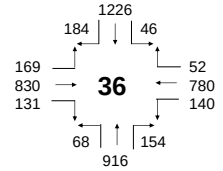
North/South: Glendon Av.
East/West: Wilshire Bl.



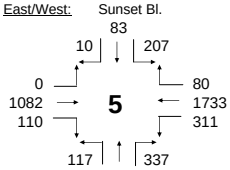
North/South: Westwood Bl.
East/West: Wellworth Av.



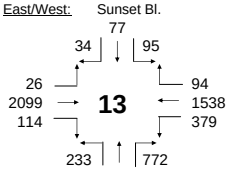
North/South: Sepulveda Bl.
East/West: Ohio Av.



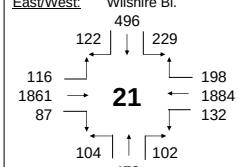
North/South: Barrington Av.
East/West: Sunset Bl.



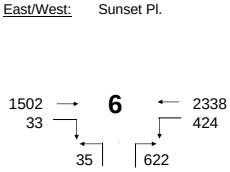
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



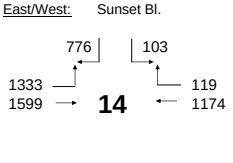
North/South: Barrington Av.
East/West: Wilshire Bl.



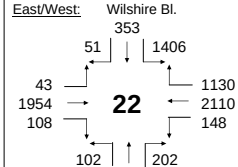
North/South: Barrington Pl.
East/West: Sunset Pl.



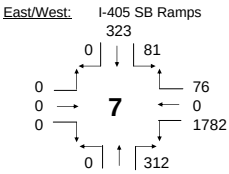
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



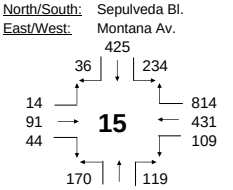
North/South: San Vicente/Federal
East/West: Wilshire Bl.



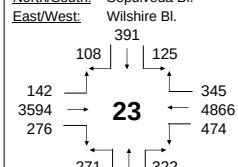
North/South: Church Ln.
East/West: I-405 SB Ramps



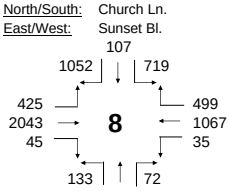
North/South: Sepulveda Bl.
East/West: Montana Av.



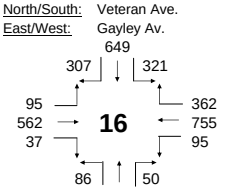
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



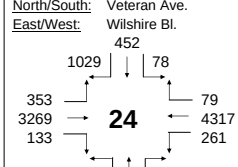
North/South: Church Ln.
East/West: Sunset Bl.

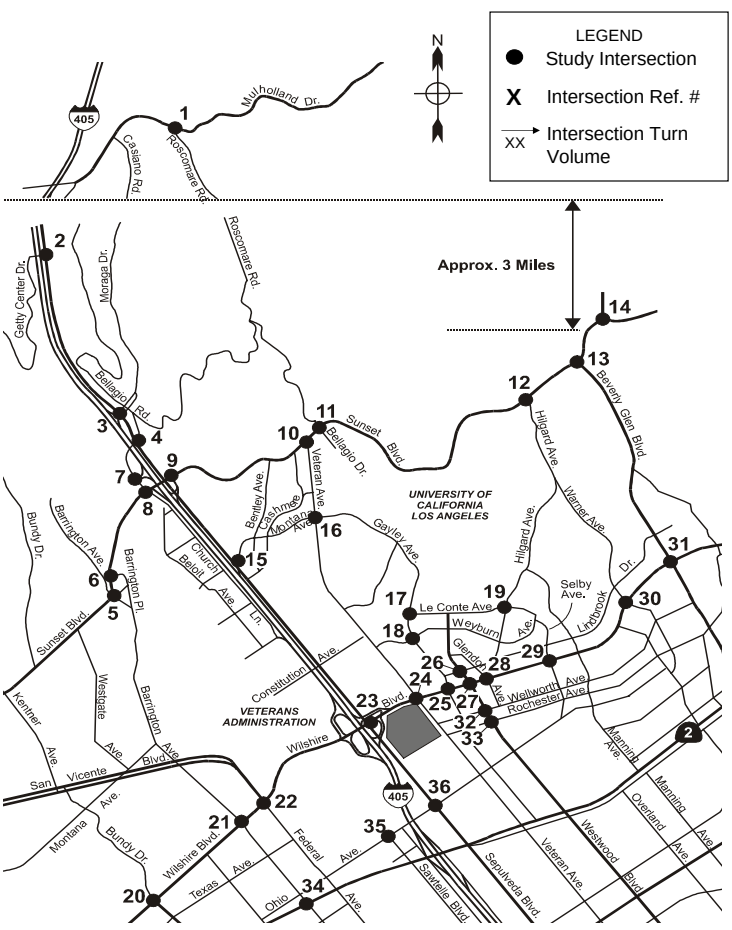


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building Figure 24a

Future (2012) Growth + Related Projects + Phase I Project PM Peak Hour Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Veteran Av.
East/West: Ohio Av.

	319	
180		73
125		131
792	37	657
91		91
158		113
	252	

North/South: Overland Av.
East/West: Santa Monica Bl.

1370	45	1733
96		221
158		147

North/South: Westwood Bl.
East/West: Olympic Bl.

	1946	
157		171
123		265
2520	53	3696
151		113
108		132
	1390	

North/South: Sepulveda Bl.
East/West: Pico Bl.

	1194	
131		126
140		109
1161	61	1476
231		208
205		166
	1053	

North/South: Sawtelle Bl.
East/West: National Bl.

	1430	
67		558
124		226
979	65	1319
103		97
68		90
	561	

North/South: Westwood Bl.
East/West: National Bl.

	1307	
437		231
311		556
666	69	564
428		70
94		29
	297	

North/South: Westwood Bl.
East/West: Ohio Av.

	1927	
186		60
166		33
613	38	572
82		86
108		70
	1555	

North/South: Beverly Glen Bl.
East/West: Santa Monica North

	1197	
68		245
54		305
1181	46	1638
132		149
17		56
	701	

North/South: Overland Av.
East/West: Olympic Bl.

	426	
43		83
24		21
2367	54	3089
86		469
120		121
	366	

North/South: Westwood Bl.
East/West: Pico Bl.

	1604	
136		220
101		232
1190	62	1334
208		76
150		120
	1001	

North/South: I-405 SB On Ramp
East/West: National Bl.

1147	66	1294
464		306

North/South: Overland Av.
East/West: I-10 WB Ramps

	1687	
223		404
326		585
91	70	881
453		168
67		523
	836	

North/South: Sawtelle Bl.
East/West: Santa Monica Bl.

	529	
33		132
15		98
1801	39	1902
111		151
92		215
	370	

North/South: Beverly Glen Bl.
East/West: Santa Monica South

	1456	
96		14
87		209
776	47	779
57		95
39		64
	812	

North/South: Century Park West
East/West: Olympic Bl.

1370		145
266		68
2379	55	3912

North/South: Overland Av.
East/West: Pico Bl.

	1088	
46		56
52		49
1045	63	1750
307		896
305		385
	628	

North/South: I-405 NB Off Ramp
East/West: National Bl.

1017	67	1775
316		437

North/South: I-405 SB Ramps
East/West: Santa Monica Bl.

	197	
251		400
1718	40	1759
628		490

North/South: Bundy Dr.
East/West: Olympic Bl.

	1211	
151		317
268		280
1819	48	1581
390		452
215		187
	1942	

North/South: Centinela Av.
East/West: I-10 WB Ramps

	809	
110		
305		
339	56	
583		
	346	

North/South: Bundy Dr.
East/West: Ocean Park Bl.

	1307	
167		29
146		29
606	64	560
700		121
228		104
	1193	

North/South: Sepulveda Bl.
East/West: National Bl.

	1390	
278		157
161		104
1063	68	1250
184		128
138		198
	869	

North/South: I-405 NB Ramps
East/West: Santa Monica Bl.

597		685
1496	41	1526
757		651
	598	

North/South: Barrington Av.
East/West: Olympic Bl.

	1257	
62		280
101		151
1680	49	2287
430		194
198		134
	756	

North/South: Centinela Av.
East/West: Pico Bl.

	870	
180		80
94		423
1587	57	938
478		108
46		76
	421	

North/South: Sepulveda Bl.
East/West: Santa Monica Bl.

	1333	
262		155
245		99
1665	42	1516
254		97
163		79
	1028	

North/South: Sawtelle Bl.
East/West: Olympic Bl.

	766	
52		134
46		183
2154	50	2586
164		380
150		407
	574	

North/South: Bundy Dr.
East/West: Pico Bl.

	1617	
127		121
152		76
1309	58	1025
106		100
119		356
	1563	

North/South: Veteran Av.
East/West: Santa Monica Bl.

	580	
50		13
67		45
1285	43	1557
7		69
67		7
	285	

North/South: Sepulveda Bl.
East/West: Olympic Bl.

	1253	
117		111
126		160
1993	51	2823
120		157
91		192
	1151	

North/South: Barrington Av.
East/West: Pico Bl.

	1515	
105		236
176		56
1465	59	1091
154		80
86		96
	632	

North/South: Westwood Bl.
East/West: Santa Monica Bl.

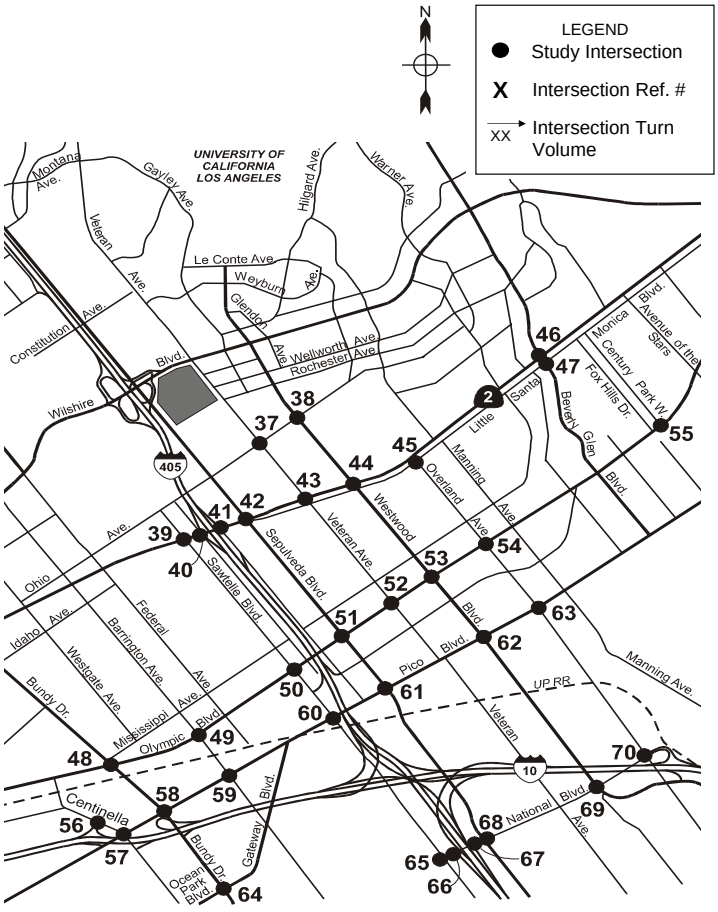
	1920	
169		163
219		257
1643	44	1936
69		190
61		96
	1587	

North/South: Veteran Av.
East/West: Olympic Bl.

	443	
133		213
40		103
1625	52	3135
26		63
44		26
	140	

North/South: Sawtelle Bl.
East/West: Pico Bl.

	1581	
170		185
86		145
1705	60	1677
224		255
100		276
	747	



Intersections 37 - 70

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Roscomare Rd.
East/West: Mulholland Dr.

	736	
	507 → **1** ←	535
	215	
	141 116	

North/South: I-405 NB Ramps
East/West: Sunset Bl.

	2518	
	964 → **9** ←	915
	0	
	505 390	

North/South: Gayley Av.
East/West: La Conte Av.

	368	
	16 405	
46		286
161 →	**17** ←	94
12		265
	31 252	
	1022	

North/South: Gayley Av.
East/West: Wilshire Bl.

	142	
	532 137	
780		228
4116 →	**25** ←	3381
245		69
	65 78	
	468	

North/South: Selby Av.
East/West: Wilshire Bl.

	43	
	55 165	
33		136
2324 →	**29** ←	3628
42		77
	180 126	
	97	

North/South: Westwood Bl.
East/West: Rochester Av.

	880	
	20 18	
16		17
28 →	**33** ←	27
87		26
	73 31	
	1748	

North/South: Sepulveda Bl.
East/West: Getty Center Dr.

	3018	
	133 12	
6		2
0 →	**2** ←	1
19		1
	252 10	
	654	

North/South: Veteran Ave.
East/West: Sunset Bl.

	2126	
	448 → **10** ←	1409
		409
	230 429	

North/South: Gayley Av.
East/West: Weyburn Av.

	634	
	133 37	
323		64
241 →	**18** ←	106
63		87
	26 140	
	993	

North/South: Westwood Bl.
East/West: Lindbrook Dr.

	652	
	32 8	
25		30
215 →	**26** ←	213
48		319
	24 614	
	1642	

North/South: Warner Av.
East/West: Wilshire Bl.

	94	
	132 100	
105		94
2819 →	**30** ←	3261
25		18
	106 39	
	76	

North/South: Barrington Av.
East/West: Santa Monica Bl.

	576	
	68 116	
78		74
1934 →	**34** ←	1976
69		83
	101 109	
	638	

North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB

	2918	
	1 114	
101		31
87 →	**3** ←	100
12		87
	337 65	
	776	

North/South: Bellagio Wy.
East/West: Sunset Bl.

	91	
	288 511	
330		31
2047 →	**11** ←	1491
121		69
	37 17	
	4	

North/South: Hilgard Av.
East/West: La Conte Av.

	347	
	473 6	
388		35
58 →	**19** ←	175
41		22
	65 6	
	621	

North/South: Westwood Bl.
East/West: Wilshire Bl.

	378	
	524 126	
1007		292
2982 →	**27** ←	3118
175		422
	117 412	
	1059	

North/South: Beverly Glen Bl.
East/West: Wilshire Bl.

	690	
	92 104	
142		83
2420 →	**31** ←	2680
318		150
	212 112	
	466	

North/South: Sawtelle Bl.
East/West: Ohio Av.

	115	
	28 38	
81		107
938 →	**35** ←	559
65		156
	131 297	
	455	

North/South: Sepulveda Bl.
East/West: Ovada Pl.

	2157	
	793 2	
134		6
57 →	**4** ←	143
111		103
	28 102	
	964	

North/South: Hilgard
East/West: Sunset Bl.

	112	
	39 40	
32		44
1148 →	**12** ←	1466
310		610
	212 235	
	44	

North/South: Bundy Dr.
East/West: Wilshire Bl.

	872	
	63 137	
80		73
1283 →	**20** ←	1599
119		128
	199 123	
	732	

North/South: Glendon Av.
East/West: Wilshire Bl.

	591	
	410 195	
571		276
2569 →	**28** ←	2690
317		74
	17 21	
	157	

North/South: Westwood Bl.
East/West: Wellworth Av.

	781	
	23 27	
42		100
84 →	**32** ←	80
75		84
	94 273	
	1752	

North/South: Sepulveda Bl.
East/West: Ohio Av.

	1000	
	153 34	
311		56
891 →	**36** ←	624
98		100
	103 249	
	1052	

North/South: Barrington Av.
East/West: Sunset Bl.

	78	
	8 217	
0		151
2047 →	**5** ←	2275
211		281
	191 300	
	39	

North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.

	109	
	24 104	
24		94
1208 →	**13** ←	2221
217		828
	125 594	
	95	

North/South: Barrington Av.
East/West: Wilshire Bl.

	404	
	73 303	
72		92
1802 →	**21** ←	2023
91		122
	149 135	
	389	

North/South: Barrington Pl.
East/West: Sunset Pl.

	2215	
	114 → **6** ←	2320
		366
	57 648	

North/South: Beverly Glen Bl. E
East/West: Sunset Bl.

	1201 171	
694		54
1260 →	**14** ←	1902

North/South: San Vicente/Federal
East/West: Wilshire Bl.

	306	
	44 1535	
19		1181
2108 →	**22** ←	2358
94		115
	176 129	
	228	

North/South: Church Ln.
East/West: I-405 SB Ramps

	674	
	0 235	
0		129
0 →	**7** ←	0
0		1851
	0 393	
	233	

North/South: Sepulveda Bl.
East/West: Montana Av.

	1301	
	103 658	
13		206
419 →	**15** ←	133
96		84
	116 618	
	506	

North/South: Sepulveda Bl.
East/West: Wilshire Bl.

	903	
	301 257	
84		83
3754 →	**23** ←	4221
410		183
	379 469	
	461	

North/South: Church Ln.
East/West: Sunset Bl.

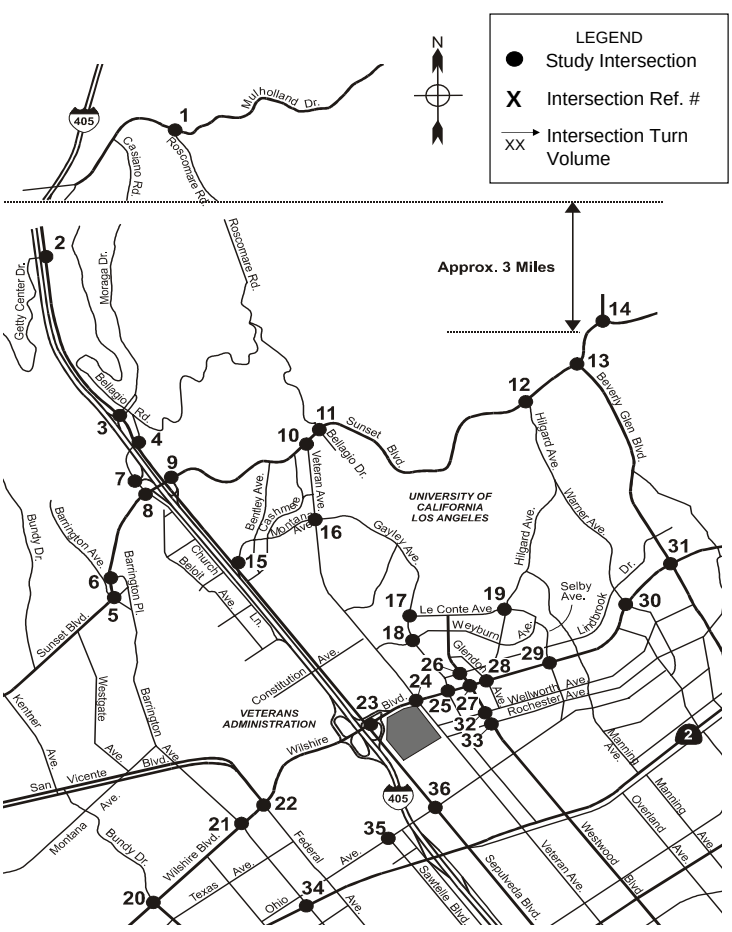
	214	
	1354 838	
231		379
2890 →	**8** ←	1170
68		8
	69 47	
	2	

North/South: Veteran Ave.
East/West: Gayley Av.

	437	
	53 448	
118		201
905 →	**16** ←	244
35		35
	40 68	
	273	

North/South: Veteran Ave.
East/West: Wilshire Bl.

	307	
	512 130	
576		52
4760 →	**24** ←	3219
405		204
	215 231	
	566	



Intersections 1 - 36

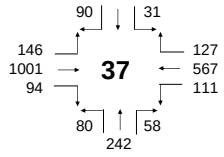
Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building Figure 25a

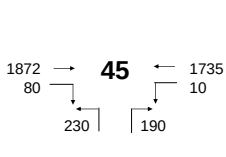
Future (2017) Growth + Related Projects + Phases I & II Project AM Pk. Hr. Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

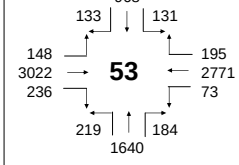
North/South: Veteran Av.
East/West: Ohio Av.



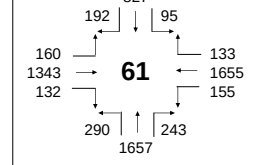
North/South: Overland Av.
East/West: Santa Monica Bl.



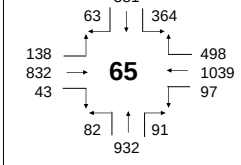
North/South: Westwood Bl.
East/West: Olympic Bl.



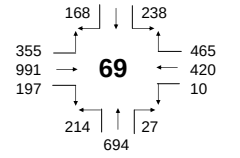
North/South: Sepulveda Bl.
East/West: Pico Bl.



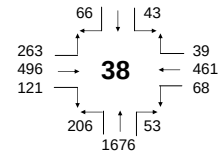
North/South: Sawtelle Bl.
East/West: National Bl.



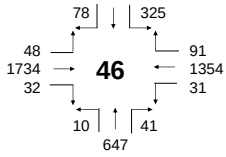
North/South: Westwood Bl.
East/West: National Bl.



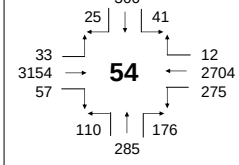
North/South: Westwood Bl.
East/West: Ohio Av.



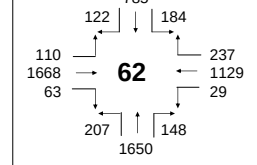
North/South: Beverly Glen Bl.
East/West: Santa Monica North



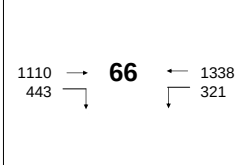
North/South: Overland Av.
East/West: Olympic Bl.



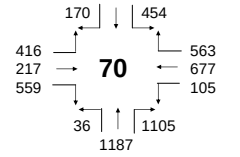
North/South: Westwood Bl.
East/West: Pico Bl.



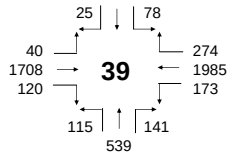
North/South: I-405 SB On Ramp
East/West: National Bl.



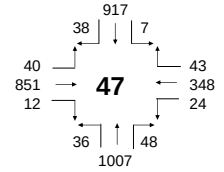
North/South: Overland Av.
East/West: I-10 WB Ramps



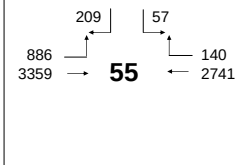
North/South: Sawtelle Bl.
East/West: Santa Monica Bl.



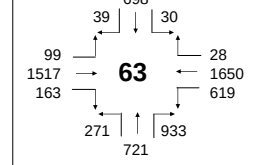
North/South: Beverly Glen Bl.
East/West: Santa Monica South



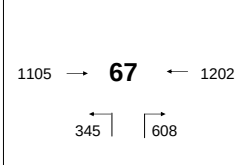
North/South: Century Park West
East/West: Olympic Bl.



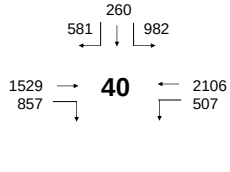
North/South: Overland Av.
East/West: Pico Bl.



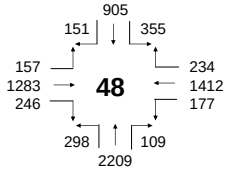
North/South: I-405 NB Off Ramp
East/West: National Bl.



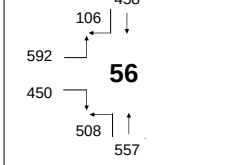
North/South: I-405 SB Ramps
East/West: Santa Monica Bl.



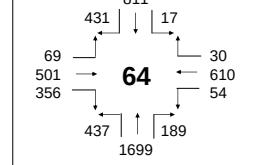
North/South: Bundy Dr.
East/West: Olympic Bl.



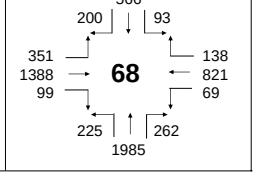
North/South: Centinela Av.
East/West: I-10 WB Ramps



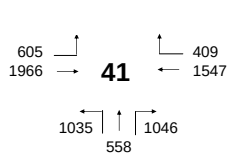
North/South: Bundy Dr.
East/West: Ocean Park Bl.



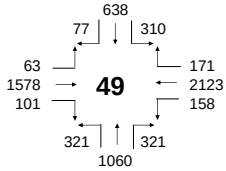
North/South: Sepulveda Bl.
East/West: National Bl.



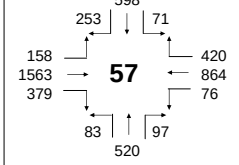
North/South: I-405 NB Ramps
East/West: Santa Monica Bl.



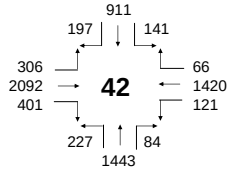
North/South: Barrington Av.
East/West: Olympic Bl.



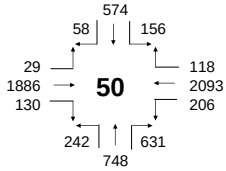
North/South: Centinela Av.
East/West: Pico Bl.



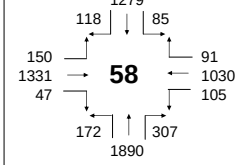
North/South: Sepulveda Bl.
East/West: Santa Monica Bl.



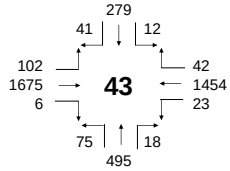
North/South: Sawtelle Bl.
East/West: Olympic Bl.



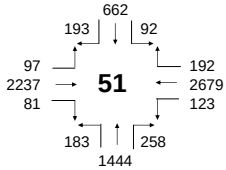
North/South: Bundy Dr.
East/West: Pico Bl.



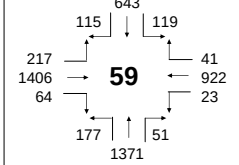
North/South: Veteran Av.
East/West: Santa Monica Bl.



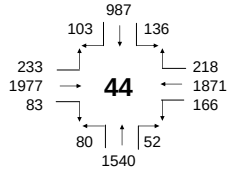
North/South: Sepulveda Bl.
East/West: Olympic Bl.



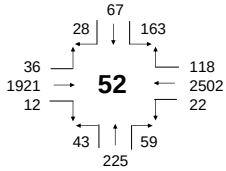
North/South: Barrington Av.
East/West: Pico Bl.



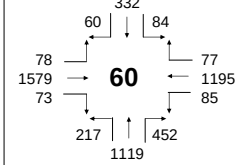
North/South: Westwood Bl.
East/West: Santa Monica Bl.

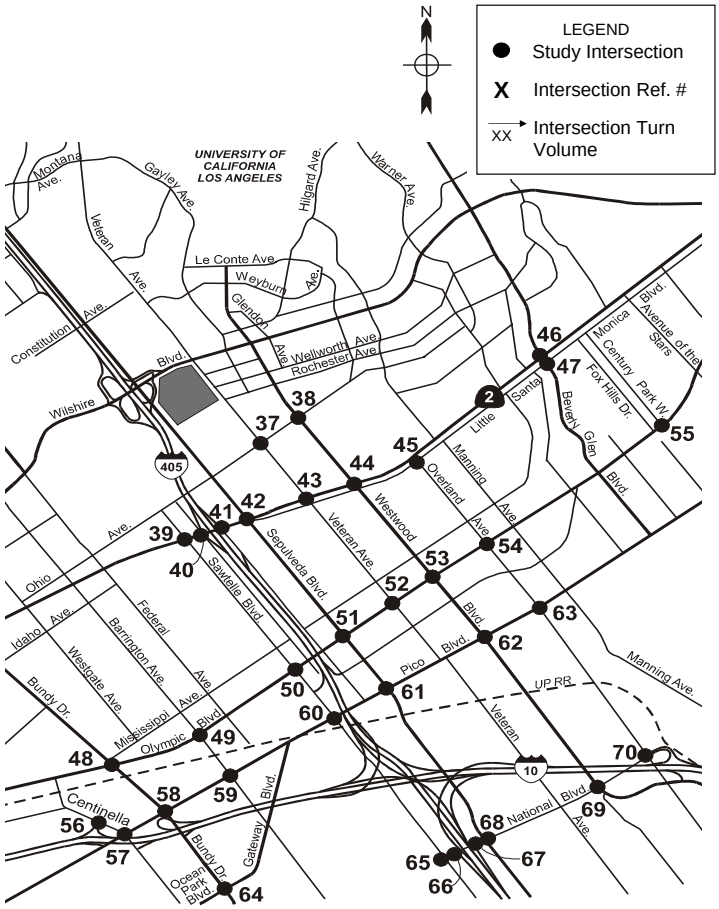


North/South: Veteran Av.
East/West: Olympic Bl.



North/South: Sawtelle Bl.
East/West: Pico Bl.





Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

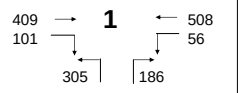
Los Angeles FBI Federal Building

Figure 25b

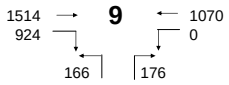
Future (2017) Growth + Related Projects + Phases I & II Project AM Pk. Hr. Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

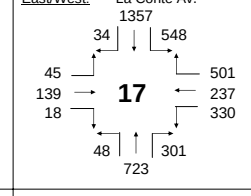
North/South: Roscomare Rd.
East/West: Mulholland Dr.



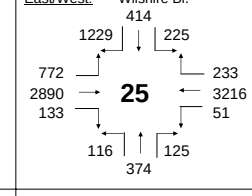
North/South: I-405 NB Ramps
East/West: Sunset Bl.



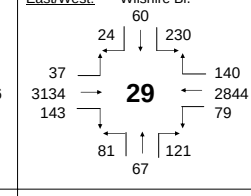
North/South: Gayley Av.
East/West: La Conte Av.



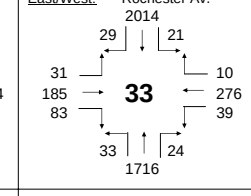
North/South: Gayley Av.
East/West: Wilshire Bl.



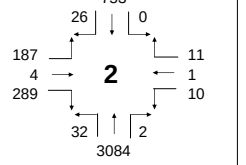
North/South: Selby Av.
East/West: Wilshire Bl.



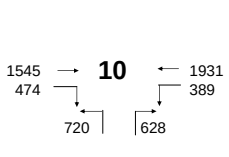
North/South: Westwood Bl.
East/West: Rochester Av.



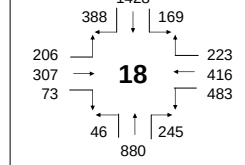
North/South: Sepulveda Bl.
East/West: Getty Center Dr.



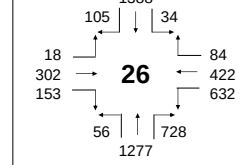
North/South: Veteran Ave.
East/West: Sunset Bl.



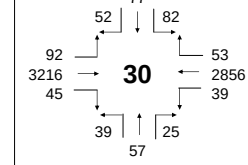
North/South: Gayley Av.
East/West: Weyburn Av.



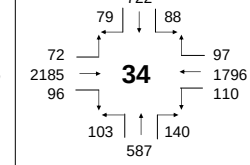
North/South: Westwood Bl.
East/West: Lindbrook Dr.



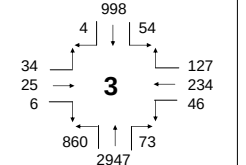
North/South: Warner Av.
East/West: Wilshire Bl.



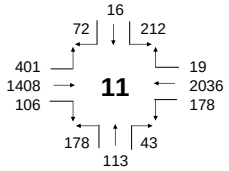
North/South: Barrington Av.
East/West: Santa Monica Bl.



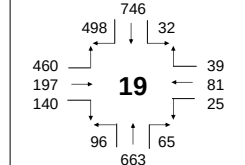
North/South: Sepulveda Bl.
East/West: Moraga Dr/I-405 NB



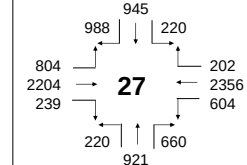
North/South: Bellagio Wy.
East/West: Sunset Bl.



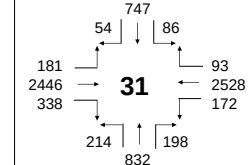
North/South: Hilgard Av.
East/West: La Conte Av.



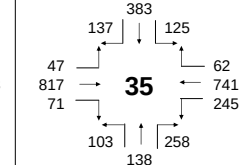
North/South: Westwood Bl.
East/West: Wilshire Bl.



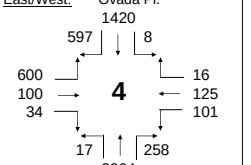
North/South: Beverly Glen Bl.
East/West: Wilshire Bl.



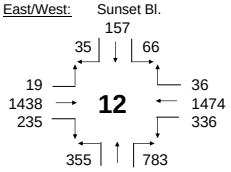
North/South: Sawtelle Bl.
East/West: Ohio Av.



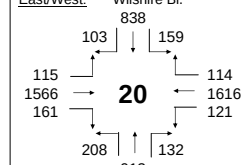
North/South: Sepulveda Bl.
East/West: Ovada Pl.



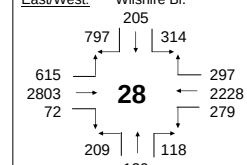
North/South: Hilgard
East/West: Sunset Bl.



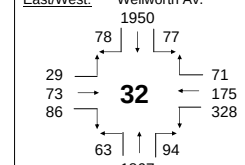
North/South: Bundy Dr.
East/West: Wilshire Bl.



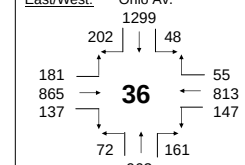
North/South: Glendon Av.
East/West: Wilshire Bl.



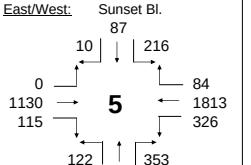
North/South: Westwood Bl.
East/West: Wellworth Av.



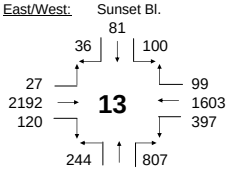
North/South: Sepulveda Bl.
East/West: Ohio Av.



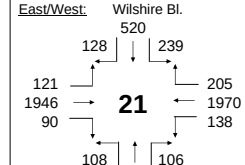
North/South: Barrington Av.
East/West: Sunset Bl.



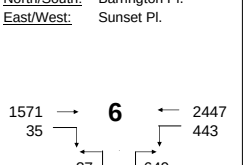
North/South: Beverly Glen Bl. W.
East/West: Sunset Bl.



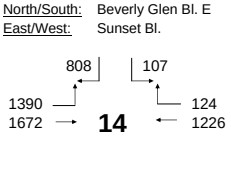
North/South: Barrington Av.
East/West: Wilshire Bl.



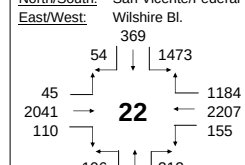
North/South: Barrington Pl.
East/West: Sunset Pl.



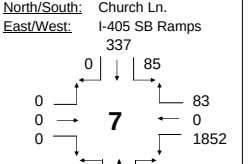
North/South: Beverly Glen Bl. E
East/West: Sunset Bl.



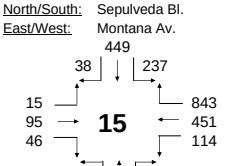
North/South: San Vicente/Federal
East/West: Wilshire Bl.



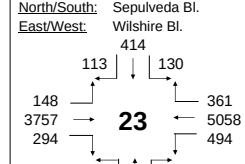
North/South: Church Ln.
East/West: I-405 SB Ramps



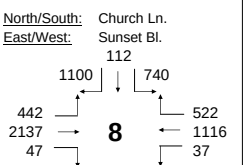
North/South: Sepulveda Bl.
East/West: Montana Av.



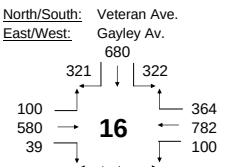
North/South: Sepulveda Bl.
East/West: Wilshire Bl.



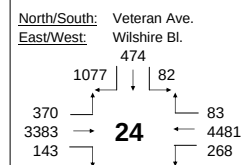
North/South: Church Ln.
East/West: Sunset Bl.

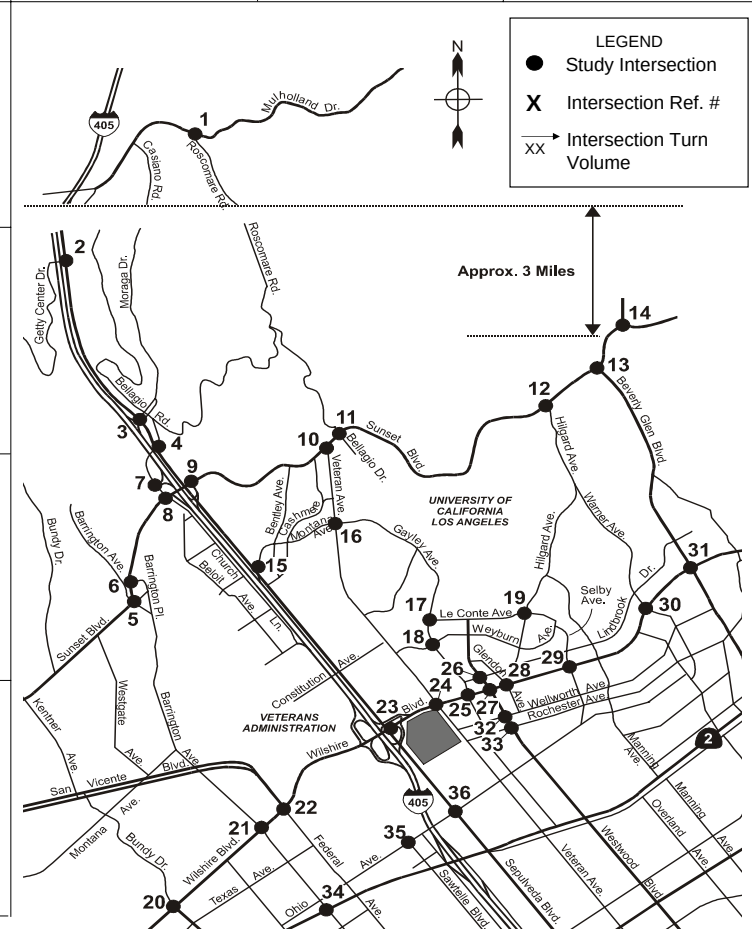


North/South: Veteran Ave.
East/West: Gayley Av.



North/South: Veteran Ave.
East/West: Wilshire Bl.





Intersections 1 - 36

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 26a

Future (2017) Growth + Related Projects + Phases I & II Project PM Pk. Hr. Volumes

Traffic Count - Graphic Conversion (Version 2.5S): Copyright: Digital Media Productions, 2006

North/South: Veteran Av.
East/West: Ohio Av.

	336	
	185 ↓ 76	
127 →	**37**	← 139
829 →		← 688
95 →		← 95
	166 ↑ 119	
	263	

North/South: Overland Av.
East/West: Santa Monica Bl.

1428 →	**45**	← 1797
101 →		← 231
	165 ↑ 154	

North/South: Westwood Bl.
East/West: Olympic Bl.

	2020	
	164 ↓ 181	
128 →	**53**	← 278
2634 →		← 3863
162 →		← 118
	115 ↑ 138	
	1433	

North/South: Sepulveda Bl.
East/West: Pico Bl.

	1257	
	140 ↓ 132	
148 →	**61**	← 114
1211 →		← 1542
240 →		← 217
	214 ↑ 173	
	1105	

North/South: Sawtelle Bl.
East/West: National Bl.

	1496	
	71 ↓ 585	
130 →	**65**	← 238
1025 →		← 1381
108 →		← 102
	72 ↑ 94	
	584	

North/South: Westwood Bl.
East/West: National Bl.

	1345	
	457 ↓ 250	
326 →	**69**	← 564
696 →		← 590
448 →		← 73
	99 ↑ 30	
	311	

North/South: Westwood Bl.
East/West: Ohio Av.

	1997	
	195 ↓ 63	
174 →	**38**	← 35
642 →		← 599
86 →		← 90
	114 ↑ 73	
	1602	

North/South: Beverly Glen Bl.
East/West: Santa Monica North

	1250	
	72 ↓ 256	
57 →	**46**	← 318
1227 →		← 1697
137 →		← 156
	18 ↑ 58	
	731	

North/South: Overland Av.
East/West: Olympic Bl.

	445	
	45 ↓ 87	
25 →	**54**	← 22
2475 →		← 3228
90 →		← 484
	125 ↑ 126	
	382	

North/South: Westwood Bl.
East/West: Pico Bl.

	1666	
	142 ↓ 230	
105 →	**62**	← 240
1243 →		← 1394
217 →		← 80
	157 ↑ 125	
	1031	

North/South: I-405 SB On Ramp
East/West: National Bl.

1199 →	**66**	← 1355
488 →		← 323

North/South: Overland Av.
East/West: I-10 WB Ramps

	1756	
	233 ↓ 423	
342 →	**70**	← 609
94 →		← 905
483 →		← 176
	71 ↑ 548	
	875	

North/South: Sawtelle Bl.
East/West: Santa Monica Bl.

	554	
	34 ↓ 136	
16 →	**39**	← 103
1865 →		← 1970
114 →		← 158
	96 ↑ 225	
	385	

North/South: Beverly Glen Bl.
East/West: Santa Monica South

	1520	
	101 ↓ 15	
91 →	**47**	← 218
812 →		← 815
59 →		← 100
	40 ↑ 67	
	847	

North/South: Century Park West
East/West: Olympic Bl.

	1426 ↓ 149	
278 →	**55**	← 71
2485 →		← 4090

North/South: Overland Av.
East/West: Pico Bl.

	1132	
	48 ↓ 58	
55 →	**63**	← 52
1092 →		← 1830
320 →		← 937
	316 ↑ 400	
	657	

North/South: I-405 NB Off Ramp
East/West: National Bl.

1063 →	**67**	← 1860
	333 ↑ 459	

North/South: I-405 SB Ramps
East/West: Santa Monica Bl.

	206	
	258 ↓ 417	
1787 →	**40**	← 1824
645 →		← 514

North/South: Bundy Dr.
East/West: Olympic Bl.

	1267	
	156 ↓ 332	
278 →	**48**	← 293
1893 →		← 1641
406 →		← 466
	223 ↑ 190	
	2033	

North/South: Centinela Av.
East/West: I-10 WB Ramps

	847	
	115 ↓	
319 →	**56**	
355 →		
	611 ↑	
	362	

North/South: Bundy Dr.
East/West: Ocean Park Bl.

	1365	
	175 ↓ 30	
152 →	**64**	← 30
634 →		← 586
732 →		← 127
	239 ↑ 109	
	1246	

North/South: Sepulveda Bl.
East/West: National Bl.

	1456	
	294 ↓ 165	
170 →	**68**	← 109
1111 →		← 1308
193 →		← 134
	144 ↑ 207	
	909	

North/South: I-405 NB Ramps
East/West: Santa Monica Bl.

620 →	**41**	← 706
1558 →		← 1592
	783 ↑ 682	
	626	

North/South: Barrington Av.
East/West: Olympic Bl.

	1317	
	65 ↓ 293	
105 →	**49**	← 158
1755 →		← 2389
450 →		← 203
	207 ↑ 140	
	792	

North/South: Centinela Av.
East/West: Pico Bl.

	911	
	188 ↓ 84	
99 →	**57**	← 444
1658 →		← 978
501 →		← 113
	48 ↑ 80	
	440	

North/South: Sepulveda Bl.
East/West: Santa Monica Bl.

	1405	
	277 ↓ 161	
258 →	**42**	← 103
1735 →		← 1567
265 →		← 102
	170 ↑ 82	
	1078	

North/South: Sawtelle Bl.
East/West: Olympic Bl.

	801	
	54 ↓ 140	
48 →	**50**	← 192
2252 →		← 2703
171 →		← 398
	157 ↑ 426	
	599	

North/South: Bundy Dr.
East/West: Pico Bl.

	1687	
	130 ↓ 125	
157 →	**58**	← 78
1368 →		← 1073
111 →		← 103
	124 ↑ 373	
	1632	

North/South: Veteran Av.
East/West: Santa Monica Bl.

	609	
	51 ↓ 15	
70 →	**43**	← 48
1338 →		← 1611
7 →		← 73
	70 ↑ 8	
	298	

North/South: Sepulveda Bl.
East/West: Olympic Bl.

	1321	
	122 ↓ 116	
133 →	**51**	← 168
2083 →		← 2950
125 →		← 165
	95 ↑ 200	
	1207	

North/South: Barrington Av.
East/West: Pico Bl.

	1587	
	109 ↓ 248	
184 →	**59**	← 58
1532 →		← 1141
161 →		← 84
	90 ↑ 101	
	661	

North/South: Westwood Bl.
East/West: Santa Monica Bl.

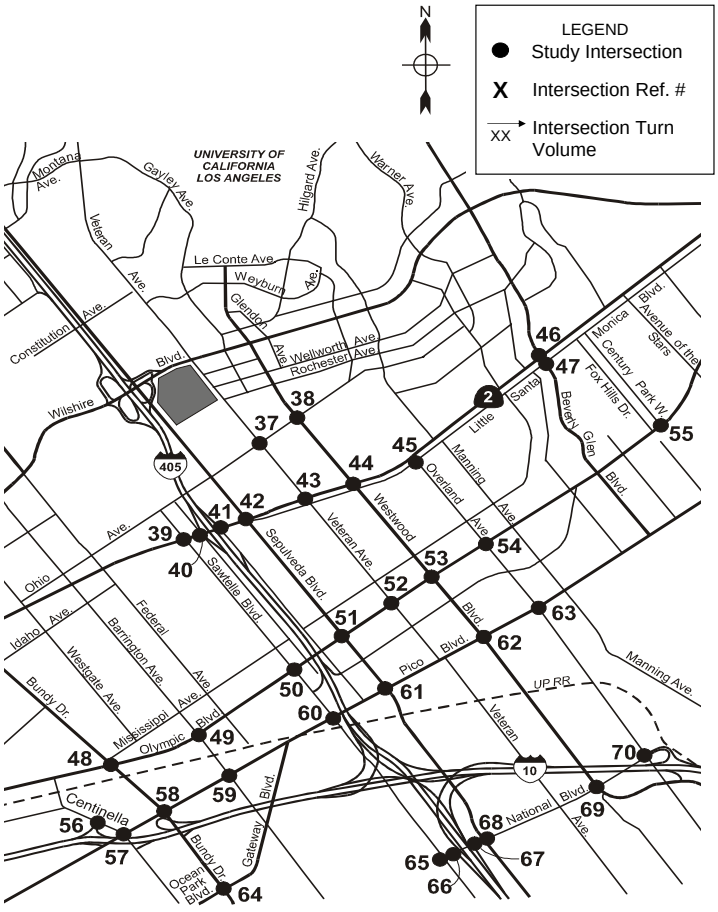
	1994	
	175 ↓ 168	
227 →	**44**	← 267
1715 →		← 2011
72 →		← 199
	63 ↑ 100	
	1640	

North/South: Veteran Av.
East/West: Olympic Bl.

	462	
	139 ↓ 226	
41 →	**52**	← 109
1697 →		← 3277
27 →		← 66
	46 ↑ 27	
	146	

North/South: Sawtelle Bl.
East/West: Pico Bl.

	1654	
	178 ↓ 193	
90 →	**60**	← 151
1783 →		← 1754
234 →		← 267
	104 ↑ 289	
	780	



Intersections 37 - 70

Katz, Okitsu & Associates
Planning & Engineering

Los Angeles FBI Federal Building

Figure 26b

Future (2017) Growth + Related Projects + Phases I & II Project PM Pk. Hr. Volumes

6. Project Traffic Impacts and Mitigation Measures

A. Determination of Traffic Impacts

Traffic impacts are identified if the proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below the poorest acceptable level and project traffic will cause a further decline below a certain threshold.

The City of Los Angeles Department of Transportation (LADOT) has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of study intersections. The following increases in peak hour V/C ratios are considered "significant" impacts:

Level of Service	**Final V/C***	**Project Related V/C increase**
C	< 0.700 – 0.800	Equal to or greater than 0.040
D	< 0.800– 0.900	Equal to or greater than 0.020
E and F	0.901 or more	Equal to or greater than 0.010

** Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.*

Phase 1 Traffic Impacts

Tables 12 and 13 provide a comparison of AM and PM peak hour study scenarios, respectively, within the existing and future (Year 2012) timeframe. Traffic impacts created by the project are calculated by comparing future ambient growth with related projects conditions to future ambient growth with related projects *and* Project conditions. The overall traffic impacts created by the proposed Project, and determinations of significant impact, are provided in the right two columns of the table.

Table 12 – Determination of Phase 1 Project Impacts - AM Peak Period

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Roscomare Rd & Mulholland Dr	0.669	B	0.732	C	0.737	C	0.005	No
2. Sepulveda Bl & Getty Ctr Dr	0.941	E	1.073	F	1.086	F	0.013	Yes
3. Sepulveda Bl & Moraga Dr/I-405	0.986	E	1.235	F	1.267	F	0.032	Yes
4. Sepulveda Bl & Church Ln	0.927	E	1.078	F	1.108	F	0.030	Yes
5. Barrington Av & Sunset Bl	1.009	F	1.080	F	1.082	F	0.002	No
6. Barrington Pl & Sunset Bl	1.036	F	1.152	F	1.153	F	0.001	No
7. Church Ln & I-405 SB Ramps	0.790	C	0.930	E	0.943	E	0.013	Yes
8. Church Ln & Sunset Bl	0.888	D	0.967	E	0.968	E	0.001	No
9. I-405 NB Ramps & Sunset Bl	0.901	E	1.023	F	1.024	F	0.001	No
10. Veteran Av & Sunset Bl	1.141	F	1.289	F	1.297	F	0.008	No

Table 12 – Determination of Phase 1 Project Impacts - AM Peak Period (continued)

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
11. Bellagio & Sunset Bl	0.910	E	0.968	E	0.970	E	0.002	No
12. Hilgard Av & Sunset Bl	0.921	E	1.073	F	1.083	F	0.010	Yes
13. Beverly Glen Bl (West) & Sunset Bl	1.336	F	1.491	F	1.500	F	0.009	No
14. Beverly Glen (East) & Sunset Bl	0.993	E	1.119	F	1.126	F	0.007	No
15. Sepulveda Bl & Montana Av	1.011	F	1.155	F	1.155	F	0.000	No
16. Veteran & Gayley	0.921	E	1.198	F	1.206	F	0.008	No
17. Gayley Av & Le Conte Av	0.663	B	0.860	D	0.864	D	0.004	No
18. Gayley Av & Weyburn Av	0.574	A	0.635	B	0.636	B	0.001	No
19. Hilgard Av & Le Conte Av	0.584	A	0.660	B	0.663	B	0.003	No
20. Bundy Dr & Wilshire Bl	0.907	E	0.975	E	0.977	E	0.002	No
21. Barrington Av & Wilshire Bl	0.846	D	0.953	E	0.956	E	0.003	No
22. San Vicente/Federal & Wilshire	1.082	F	1.223	F	1.227	F	0.004	No
23. Sepulveda Bl & Wilshire Bl	1.307	F	1.479	F	1.556	F	0.077	Yes
24. Veteran Av & Wilshire Bl	0.996	E	1.183	F	1.201	F	0.018	Yes
25. Gayley Av & Wilshire Bl	0.854	D	1.079	F	1.083	F	0.004	No
26. Westwood Bl & Lindbrook Dr	0.468	A	0.788	C	0.791	C	0.003	No
27. Westwood Bl & Wilshire Bl	0.918	E	1.286	F	1.291	F	0.005	No
28. Glendon Av & Wilshire Bl	0.864	D	1.016	F	1.019	F	0.003	No
29. Selby Av & Wilshire Bl	0.860	D	0.991	E	0.996	E	0.005	No
30. Warner Av & Wilshire Bl	0.790	C	0.887	D	0.893	D	0.006	No
31. Beverly Glen Bl & Wilshire Bl	0.906	E	1.047	F	1.055	F	0.008	No
32. Westwood Bl & Wellworth Av	0.547	A	0.703	C	0.705	C	0.002	No
33. Westwood Bl & Rochester Av	0.418	A	0.592	A	0.613	B	0.021	No
34. Barrington Av & Santa Monica Bl	0.746	C	0.870	D	0.874	D	0.004	No
35. Sawtelle Bl & Ohio Av	0.919	E	1.158	F	1.204	F	0.046	Yes
36. Sepulveda Bl & Ohio Av	0.863	D	0.997	E	1.029	F	0.032	Yes
37. Veteran Av & Ohio Av	0.821	D	0.923	E	0.936	E	0.013	Yes
38. Westwood Bl & Ohio Av	0.772	C	0.947	E	0.956	E	0.009	No
39. Sawtelle Bl & Santa Monica Bl	0.683	B	0.918	E	0.942	E	0.024	Yes
40. I-405 SB Ramps & Santa Monica	0.901	E	1.155	F	1.170	F	0.015	Yes
41. I-405 NB Ramps & Santa Monica	0.854	D	1.017	F	1.021	F	0.004	No
42. Sepulveda Bl & Santa Monica Bl	0.851	D	1.037	F	1.062	F	0.025	Yes
43. Veteran Av & Santa Monica Bl	0.559	A	0.680	B	0.701	C	0.021	No
44. Westwood Bl & Santa Monica Bl	0.808	D	1.048	F	1.067	F	0.019	Yes
45. Overland Av & Santa Monica Bl	0.418	A	0.524	A	0.525	A	0.001	No
46. Beverly Glen Bl & Santa Monica	0.563	A	0.704	C	0.705	C	0.001	No
47. Beverly Glen & Santa Monica South	0.825	D	0.888	D	0.888	D	0.000	No
48. Bundy Dr & Olympic Bl	1.243	F	1.369	F	1.370	F	0.001	No
49. Barrington Av & Olympic Bl	0.919	E	1.047	F	1.050	F	0.003	No
50. Sawtelle Bl & Olympic Bl	1.167	F	1.318	F	1.345	F	0.027	Yes
51. Sepulveda Bl & Olympic Bl	0.910	E	1.016	F	1.039	F	0.023	Yes
52. Veteran Av & Olympic Bl	0.562	A	0.645	B	0.661	B	0.016	No
53. Westwood Bl & OIympic Bl	1.099	F	1.325	F	1.347	F	0.022	Yes
54. Overland Av & Olympic Bl	1.021	F	1.127	F	1.128	F	0.001	No
55. Century Park West & Olympic Bl	0.775	C	0.926	E	0.928	E	0.002	No

Table 12 – Determination of Phase 1 Project Impacts - AM Peak Period (continued)

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
56. Centinela Av & I-10 WB Ramps	0.890	D	0.946	E	0.950	E	0.004	No
57. Centinela Av & Pico Bl	0.876	D	0.947	E	0.948	E	0.001	No
58. Bundy Dr & Pico Bl	0.828	D	0.916	E	0.917	E	0.001	No
59. Barrington Av & Pico Bl	0.828	D	0.913	E	0.919	E	0.006	No
60. Sawtelle Bl & Pico Bl	0.797	C	0.935	E	0.951	E	0.016	Yes
61. Sepulveda Bl & Pico Bl	0.912	E	1.021	F	1.039	F	0.018	Yes
62. Westwood Bl & Pico Bl	0.808	D	0.995	E	1.010	F	0.015	Yes
63. Overland Av & Pico Bl	0.962	E	1.044	F	1.045	F	0.001	No
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.771	C	0.831	D	0.836	D	0.005	No
65. Sawtelle Bl & National Bl	0.937	E	1.065	F	1.126	F	0.061	Yes
66. I-405 SB On Ramp & National Bl	0.560	A	0.621	B	0.638	B	0.017	No
67. I-405 NB Off Ramp & National Bl	0.573	A	0.675	B	0.699	B	0.024	No
68. Sepulveda Bl & National Bl	1.098	F	1.178	F	1.207	F	0.029	Yes
69. Westwood Bl & National Bl	0.608	B	0.943	E	0.964	E	0.021	Yes
70. Overland Av & I-10 WB Ramps/National Bl	1.084	F	1.334	F	1.377	F	0.043	Yes

Table 13 – Determination of Phase 1 Project Impacts - PM Peak Period

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Roscomare Rd & Mulholland Dr	0.551	A	0.608	B	0.609	B	0.001	No
2. Sepulveda Bl & Getty Ctr Dr	0.965	E	1.119	F	1.125	F	0.006	No
3. Sepulveda Bl & Moraga Dr/I-405	0.725	C	1.023	F	1.037	F	0.014	Yes
4. Sepulveda Bl & Church Ln	0.975	E	1.240	F	1.254	F	0.014	Yes
5. Barrington Av & Sunset Bl	0.810	D	0.871	D	0.871	D	0.000	No
6. Barrington Pl & Sunset Bl	0.891	D	0.978	E	0.978	E	0.000	No
7. Church Ln & I-405 SB Ramps	0.755	C	0.916	E	0.917	E	0.001	No
8. Church Ln & Sunset Bl	0.851	D	0.937	E	0.938	E	0.001	No
9. I-405 NB Ramps & Sunset Bl	0.600	A	0.637	B	0.637	B	0.000	No
10. Veteran Av & Sunset Bl	1.069	F	1.300	F	1.304	F	0.004	No
11. Bellagio & Sunset Bl	1.143	F	1.206	F	1.207	F	0.001	No
12. Hilgard Av & Sunset Bl	0.983	E	1.203	F	1.206	F	0.003	No
13. Beverly Glen Bl (West) & Sunset Bl	1.446	F	1.626	F	1.630	F	0.004	No
14. Beverly Glen (East) & Sunset Bl	1.141	F	1.325	F	1.328	F	0.003	No
15. Sepulveda Bl & Montana Av	0.961	E	1.289	F	1.301	F	0.012	Yes
16. Veteran & Gayley	1.053	F	1.618	F	1.619	F	0.001	No
17. Gayley Av & Le Conte Av	0.645	B	0.949	E	0.950	E	0.001	No
18. Gayley Av & Weyburn Av	0.962	E	1.064	F	1.064	F	0.000	No
19. Hilgard Av & Le Conte Av	0.683	B	0.803	D	0.804	D	0.001	No
20. Bundy Dr & Wilshire Bl	0.931	E	1.013	F	1.014	F	0.001	No

Table 13 – Determination of Phase 1 Project Impacts - PM Peak Period (continued)

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
21. Barrington Av & Wilshire Bl	0.870	D	0.957	E	0.957	E	0.000	No
22. San Vicente/Federal & Wilshire	1.104	F	1.198	F	1.200	F	0.002	No
23. Sepulveda Bl & Wilshire Bl	1.310	F	1.487	F	1.508	F	0.021	Yes
24. Veteran Av & Wilshire Bl	1.178	F	1.383	F	1.383	F	0.000	No
25. Gayley Av & Wilshire Bl	0.938	E	1.328	F	1.328	F	0.000	No
26. Westwood Bl & Lindbrook Dr	0.423	A	1.118	F	1.118	F	0.000	No
27. Westwood Bl & Wilshire Bl	0.746	C	1.185	F	1.185	F	0.000	No
28. Glendon Av & Wilshire Bl	0.910	E	1.139	F	1.142	F	0.003	No
29. Selby Av & Wilshire Bl	0.784	C	0.942	E	0.944	E	0.002	No
30. Warner Av & Wilshire Bl	0.660	B	0.771	C	0.773	C	0.002	No
31. Beverly Glen Bl & Wilshire Bl	0.870	D	1.055	F	1.057	F	0.002	No
32. Westwood Bl & Wellworth Av	0.902	E	0.978	E	0.980	E	0.002	No
33. Westwood Bl & Rochester Av	0.587	A	0.813	D	0.816	D	0.003	No
34. Barrington Av & Santa Monica Bl	0.877	D	1.025	F	1.029	F	0.004	No
35. Sawtelle Bl & Ohio Av	0.826	D	1.002	F	1.017	F	0.015	Yes
36. Sepulveda Bl & Ohio Av	0.961	E	1.112	F	1.136	F	0.024	Yes
37. Veteran Av & Ohio Av	0.871	D	1.023	F	1.032	F	0.009	No
38. Westwood Bl & Ohio Av	0.866	D	1.107	F	1.117	F	0.010	Yes
39. Sawtelle Bl & Santa Monica Bl	0.709	C	0.957	E	0.960	E	0.003	No
40. I-405 SB Ramps & Santa Monica	0.620	B	0.847	D	0.858	D	0.011	No
41. I-405 NB Ramps & Santa Monica	0.813	D	1.097	F	1.098	F	0.001	No
42. Sepulveda Bl & Santa Monica Bl	0.835	D	1.029	F	1.044	F	0.015	Yes
43. Veteran Av & Santa Monica Bl	0.655	B	0.839	D	0.848	D	0.009	No
44. Westwood Bl & Santa Monica Bl	0.847	D	1.172	F	1.181	F	0.009	No
45. Overland Av & Santa Monica Bl	0.462	A	0.534	A	0.535	A	0.001	No
46. Beverly Glen Bl & Santa Monica	0.639	B	0.782	C	0.783	C	0.001	No
47. Beverly Glen & Santa Monica South	0.976	E	1.053	F	1.053	F	0.000	No
48. Bundy Dr & Olympic Bl	1.262	F	1.438	F	1.439	F	0.001	No
49. Barrington Av & Olympic Bl	1.013	F	1.099	F	1.100	F	0.001	No
50. Sawtelle Bl & Olympic Bl	1.250	F	1.434	F	1.437	F	0.003	No
51. Sepulveda Bl & Olympic Bl	0.931	E	1.033	F	1.045	F	0.012	Yes
52. Veteran Av & Olympic Bl	0.802	D	0.890	D	0.890	D	0.000	No
53. Westwood Bl & OIympic Bl	1.167	F	1.441	F	1.450	F	0.009	No
54. Overland Av & Olympic Bl	1.019	F	1.195	F	1.196	F	0.001	No
55. Century Park West & Olympic Bl	1.241	F	1.406	F	1.406	F	0.000	No
56. Centinela Av & I-10 WB Ramps	1.037	F	1.101	F	1.104	F	0.003	No
57. Centinela Av & Pico Bl	0.954	E	1.037	F	1.037	F	0.000	No
58. Bundy Dr & Pico Bl	0.905	E	1.019	F	1.019	F	0.000	No
59. Barrington Av & Pico Bl	0.998	E	1.081	F	1.082	F	0.001	No
60. Sawtelle Bl & Pico Bl	1.043	F	1.176	F	1.182	F	0.006	No

Table 13 – Determination of Phase 1 Project Impacts - PM Peak Period (continued)

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
61. Sepulveda Bl & Pico Bl	0.811	D	0.915	E	0.924	E	0.009	No
62. Westwood Bl & Pico Bl	0.786	C	1.024	F	1.035	F	0.011	Yes
63. Overland Av & Pico Bl	0.980	E	1.107	F	1.110	F	0.003	No
64. Bundy Dr & Ocean Park Bl/Gateway Bl	1.003	F	1.085	F	1.086	F	0.001	No
65. Sawtelle Bl & National Bl	0.994	E	1.090	F	1.093	F	0.003	No
66. I-405 SB On Ramp & National Bl	0.576	A	0.661	B	0.673	B	0.012	No
67. I-405 NB Off Ramp & National Bl	0.722	C	0.797	C	0.803	D	0.006	No
68. Sepulveda Bl & National Bl	1.065	F	1.186	F	1.197	F	0.011	Yes
69. Westwood Bl & National Bl	0.878	D	1.373	F	1.377	F	0.004	No
70. Overland Av & I-10 WB Ramps/National Bl	1.098	F	1.341	F	1.362	F	0.021	Yes

As indicated in Tables 12 and 13 and also shown in Figure 27, Project traffic creates a significant impact at 26 of the 70 study intersections. The following intersections are significantly impacted during one or both peak periods:

- Sepulveda Boulevard and Getty Center Drive (AM Peak Hour)
- Sepulveda Boulevard and Moraga Drive/I-405 NB Ramps (AM and PM Peak Hours)
- Sepulveda Boulevard and Church Lane (AM and PM Peak Hours)
- Church Lane and I-405 SB Ramps (AM Peak Hour)
- Hilgard Avenue and Sunset Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Montana Avenue (PM Peak Hour)
- Sepulveda Boulevard and Wilshire Boulevard (AM and PM Peak Hours)
- Veteran Avenue and Wilshire Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Ohio Avenue (AM and PM Peak Hours)
- Sepulveda Boulevard and Ohio Avenue (AM and PM Peak Hours)
- Veteran Avenue and Ohio Avenue (AM Peak Hour)
- Westwood Boulevard and Ohio Avenue (PM Peak Hour)
- Sawtelle Boulevard and Santa Monica Boulevard (AM Peak Hour)
- I-405 SB Ramps and Santa Monica Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Santa Monica Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and Santa Monica Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Olympic Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Olympic Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and Olympic Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Pico Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Pico Boulevard (AM Peak Hour)
- Westwood Boulevard and Pico Boulevard (AM and PM Peak Hours)
- Sawtelle Boulevard and National Boulevard (AM Peak Hour)
- Sepulveda Boulevard and National Boulevard (AM and PM Peak Hours)

- Westwood Boulevard and National Boulevard (AM Peak Hour)
- Overland Avenue and I-10 WB Ramps/National Boulevard (AM and PM Peak Hours)

Recommended mitigation measures for the cumulative significant traffic impacts are discussed in the next sub-section of this report.

Phases 1 and 2 Traffic Impacts

Similarly to Phase 1 traffic impacts, Tables 14 and 15 also provide a comparison of AM and PM peak hour study scenarios, respectively, within the existing and future (Year 2017) timeframe. Again, traffic impacts created by the project (Phases 1 and 2) are calculated by comparing future ambient growth with related projects conditions to future ambient growth with related projects *and* Project conditions. The overall traffic impacts created by the proposed Project, and determinations of significant impact, are provided in the right two columns of the table.

Table 14 – Determination of Phases 1 and 2 Project Impacts - AM Peak Period

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2017)		Future Base with Project Conditions (Year 2017)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Roscomare Rd & Mulholland Dr	0.669	B	0.765	C	0.771	C	0.006	No
2. Sepulveda Bl & Getty Ctr Dr	0.941	E	1.119	F	1.136	F	0.017	Yes
3. Sepulveda Bl & Moraga Dr/I-405	0.986	E	1.285	F	1.321	F	0.036	Yes
4. Sepulveda Bl & Church Ln	0.927	E	1.125	F	1.163	F	0.038	Yes
5. Barrington Av & Sunset Bl	1.009	F	1.130	F	1.132	F	0.002	No
6. Barrington Pl & Sunset Bl	1.036	F	1.203	F	1.204	F	0.001	No
7. Church Ln & I-405 SB Ramps	0.790	C	0.969	E	0.987	E	0.018	Yes
8. Church Ln & Sunset Bl	0.888	D	1.011	F	1.012	F	0.001	No
9. I-405 NB Ramps & Sunset Bl	0.901	E	1.068	F	1.069	F	0.001	No
10. Veteran Av & Sunset Bl	1.141	F	1.345	F	1.356	F	0.011	Yes
11. Bellagio & Sunset Bl	0.910	E	1.013	F	1.015	F	0.002	No
12. Hilgard Av & Sunset Bl	0.921	E	1.119	F	1.130	F	0.011	Yes
13. Beverly Glen Bl (West) & Sunset Bl	1.336	F	1.557	F	1.567	F	0.010	Yes
14. Beverly Glen (East) & Sunset Bl	0.993	E	1.168	F	1.176	F	0.008	No
15. Sepulveda Bl & Montana Av	1.011	F	1.205	F	1.205	F	0.000	No
16. Veteran & Gayley	0.921	E	1.243	F	1.254	F	0.011	Yes
17. Gayley Av & Le Conte Av	0.663	B	0.893	D	0.898	D	0.005	No
18. Gayley Av & Weyburn Av	0.574	A	0.664	B	0.665	B	0.001	No
19. Hilgard Av & Le Conte Av	0.584	A	0.689	B	0.692	B	0.003	No
20. Bundy Dr & Wilshire Bl	0.907	E	1.020	F	1.022	F	0.002	No
21. Barrington Av & Wilshire Bl	0.846	D	0.995	E	0.999	E	0.004	No
22. San Vicente/Federal & Wilshire	1.082	F	1.276	F	1.280	F	0.004	No
23. Sepulveda Bl & Wilshire Bl	1.307	F	1.544	F	1.633	F	0.089	Yes
24. Veteran Av & Wilshire Bl	0.996	E	1.233	F	1.256	F	0.023	Yes
25. Gayley Av & Wilshire Bl	0.854	D	1.121	F	1.126	F	0.005	No

Table 14 – Determination of Phases 1 and 2 Project Impacts - AM Peak Period (continued)

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2017)		Future Base with Project Conditions (Year 2017)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
26. Westwood Bl & Lindbrook Dr	0.468	A	0.811	D	0.814	D	0.003	No
27. Westwood Bl & Wilshire Bl	0.918	E	1.332	F	1.338	F	0.006	No
28. Glendon Av & Wilshire Bl	0.864	D	1.057	F	1.061	F	0.004	No
29. Selby Av & Wilshire Bl	0.860	D	1.033	F	1.040	F	0.007	No
30. Warner Av & Wilshire Bl	0.790	C	0.923	E	0.932	E	0.009	No
31. Beverly Glen Bl & Wilshire Bl	0.906	E	1.092	F	1.101	F	0.009	No
32. Westwood Bl & Wellworth Av	0.547	A	0.730	C	0.732	C	0.002	No
33. Westwood Bl & Rochester Av	0.418	A	0.613	B	0.636	B	0.023	No
34. Barrington Av & Santa Monica Bl	0.746	C	0.908	E	0.919	E	0.011	Yes
35. Sawtelle Bl & Ohio Av	0.919	E	1.203	F	1.260	F	0.057	Yes
36. Sepulveda Bl & Ohio Av	0.863	D	1.040	F	1.072	F	0.032	Yes
37. Veteran Av & Ohio Av	0.821	D	0.964	E	0.977	E	0.013	Yes
38. Westwood Bl & Ohio Av	0.772	C	0.985	E	0.997	E	0.012	Yes
39. Sawtelle Bl & Santa Monica Bl	0.683	B	0.951	E	0.983	E	0.032	Yes
40. I-405 SB Ramps & Santa Monica	0.901	E	1.199	F	1.215	F	0.016	Yes
41. I-405 NB Ramps & Santa Monica	0.854	D	1.057	F	1.065	F	0.008	No
42. Sepulveda Bl & Santa Monica Bl	0.851	D	1.079	F	1.111	F	0.032	Yes
43. Veteran Av & Santa Monica Bl	0.559	A	0.708	C	0.734	C	0.026	No
44. Westwood Bl & Santa Monica Bl	0.808	D	1.087	F	1.112	F	0.025	Yes
45. Overland Av & Santa Monica Bl	0.418	A	0.545	A	0.546	A	0.001	No
46. Beverly Glen Bl & Santa Monica	0.563	A	0.732	C	0.733	C	0.001	No
47. Beverly Glen & Santa Monica South	0.825	D	0.929	E	0.929	E	0.000	No
48. Bundy Dr & Olympic Bl	1.243	F	1.431	F	1.431	F	0.000	No
49. Barrington Av & Olympic Bl	0.919	E	1.092	F	1.096	F	0.004	No
50. Sawtelle Bl & Olympic Bl	1.167	F	1.373	F	1.408	F	0.035	Yes
51. Sepulveda Bl & Olympic Bl	0.910	E	1.061	F	1.091	F	0.030	Yes
52. Veteran Av & Olympic Bl	0.562	A	0.673	B	0.690	B	0.017	No
53. Westwood Bl & OIympic Bl	1.099	F	1.379	F	1.405	F	0.026	Yes
54. Overland Av & Olympic Bl	1.021	F	1.177	F	1.179	F	0.002	No
55. Century Park West & Olympic Bl	0.775	C	0.964	E	0.967	E	0.003	No
56. Centinela Av & I-10 WB Ramps	0.890	D	0.990	E	0.994	E	0.004	No
57. Centinela Av & Pico Bl	0.876	D	0.990	E	0.992	E	0.002	No
58. Bundy Dr & Pico Bl	0.828	D	0.957	E	0.959	E	0.002	No
59. Barrington Av & Pico Bl	0.828	D	0.954	E	0.962	E	0.008	No
60. Sawtelle Bl & Pico Bl	0.797	C	0.975	E	0.995	E	0.020	Yes
61. Sepulveda Bl & Pico Bl	0.912	E	1.066	F	1.090	F	0.024	Yes
62. Westwood Bl & Pico Bl	0.808	D	1.035	F	1.054	F	0.019	Yes
63. Overland Av & Pico Bl	0.962	E	1.091	F	1.092	F	0.001	No
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.771	C	0.868	D	0.875	D	0.007	No
65. Sawtelle Bl & National Bl	0.937	E	1.111	F	1.137	F	0.026	Yes
66. I-405 SB On Ramp & National Bl	0.560	A	0.649	B	0.665	B	0.016	No
67. I-405 NB Off Ramp & National Bl	0.573	A	0.703	C	0.733	C	0.030	No
68. Sepulveda Bl & National Bl	1.098	F	1.230	F	1.268	F	0.038	Yes
69. Westwood Bl & National Bl	0.608	B	0.969	E	0.995	E	0.026	Yes
70. Overland Av & I-10 WB Ramps/National Bl	1.084	F	1.387	F	1.436	F	0.049	Yes

Table 15 – Determination of Phases 1 and 2 Project Impacts - PM Peak Period

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2017)		Future Base with Project Conditions (Year 2017)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Roscomare Rd & Mulholland Dr	0.551	A	0.635	B	0.637	B	0.002	No
2. Sepulveda Bl & Getty Ctr Dr	0.965	E	1.166	F	1.175	F	0.009	No
3. Sepulveda Bl & Moraga Dr/I-405	0.725	C	1.056	F	1.077	F	0.021	Yes
4. Sepulveda Bl & Church Ln	0.975	E	1.289	F	1.309	F	0.020	Yes
5. Barrington Av & Sunset Bl	0.810	D	0.911	E	0.912	E	0.001	No
6. Barrington Pl & Sunset Bl	0.891	D	1.022	F	1.022	F	0.000	No
7. Church Ln & I-405 SB Ramps	0.755	C	0.953	E	0.956	E	0.003	No
8. Church Ln & Sunset Bl	0.851	D	0.979	E	0.980	E	0.001	No
9. I-405 NB Ramps & Sunset Bl	0.600	A	0.666	B	0.666	B	0.000	No
10. Veteran Av & Sunset Bl	1.069	F	1.346	F	1.351	F	0.005	No
11. Bellagio & Sunset Bl	1.143	F	1.263	F	1.263	F	0.000	No
12. Hilgard Av & Sunset Bl	0.983	E	1.251	F	1.256	F	0.005	No
13. Beverly Glen Bl (West) & Sunset Bl	1.446	F	1.697	F	1.703	F	0.006	No
14. Beverly Glen (East) & Sunset Bl	1.141	F	1.381	F	1.386	F	0.005	No
15. Sepulveda Bl & Montana Av	0.961	E	1.337	F	1.404	F	0.067	Yes
16. Veteran & Gayley	1.053	F	1.670	F	1.672	F	0.002	No
17. Gayley Av & Le Conte Av	0.645	B	0.972	E	0.973	E	0.001	No
18. Gayley Av & Weyburn Av	0.962	E	1.110	F	1.111	F	0.001	No
19. Hilgard Av & Le Conte Av	0.683	B	0.837	D	0.838	D	0.001	No
20. Bundy Dr & Wilshire Bl	0.931	E	1.059	F	1.061	F	0.002	No
21. Barrington Av & Wilshire Bl	0.870	D	1.000	E	1.001	F	0.001	No
22. San Vicente/Federal & Wilshire	1.104	F	1.253	F	1.256	F	0.003	No
23. Sepulveda Bl & Wilshire Bl	1.310	F	1.552	F	1.582	F	0.030	Yes
24. Veteran Av & Wilshire Bl	1.178	F	1.442	F	1.442	F	0.000	No
25. Gayley Av & Wilshire Bl	0.938	E	1.374	F	1.375	F	0.001	No
26. Westwood Bl & Lindbrook Dr	0.423	A	1.137	F	1.138	F	0.001	No
27. Westwood Bl & Wilshire Bl	0.746	C	1.219	F	1.220	F	0.001	No
28. Glendon Av & Wilshire Bl	0.910	E	1.183	F	1.187	F	0.004	No
29. Selby Av & Wilshire Bl	0.784	C	0.980	E	0.984	E	0.004	No
30. Warner Av & Wilshire Bl	0.660	B	0.804	D	0.807	D	0.003	No
31. Beverly Glen Bl & Wilshire Bl	0.870	D	1.100	F	1.104	F	0.004	No
32. Westwood Bl & Wellworth Av	0.902	E	1.015	F	1.018	F	0.003	No
33. Westwood Bl & Rochester Av	0.587	A	0.842	D	0.846	D	0.004	No
34. Barrington Av & Santa Monica Bl	0.877	D	1.068	F	1.075	F	0.007	No
35. Sawtelle Bl & Ohio Av	0.826	D	1.043	F	1.064	F	0.021	Yes
36. Sepulveda Bl & Ohio Av	0.961	E	1.160	F	1.194	F	0.034	Yes
37. Veteran Av & Ohio Av	0.871	D	1.066	F	1.080	F	0.014	Yes
38. Westwood Bl & Ohio Av	0.866	D	1.149	F	1.164	F	0.015	Yes
39. Sawtelle Bl & Santa Monica Bl	0.709	C	0.992	E	0.997	E	0.005	No
40. I-405 SB Ramps & Santa Monica	0.620	B	0.874	D	0.890	D	0.016	No
41. I-405 NB Ramps & Santa Monica	0.813	D	1.137	F	1.139	F	0.002	No
42. Sepulveda Bl & Santa Monica Bl	0.835	D	1.070	F	1.093	F	0.023	Yes
43. Veteran Av & Santa Monica Bl	0.655	B	0.871	D	0.884	D	0.013	No
44. Westwood Bl & Santa Monica Bl	0.847	D	1.214	F	1.227	F	0.013	Yes
45. Overland Av & Santa Monica Bl	0.462	A	0.557	A	0.558	A	0.001	No

Table 15 – Determination of Phases 1 and 2 Project Impacts - PM Peak Period (continued)

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2017)		Future Base with Project Conditions (Year 2017)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
46. Beverly Glen Bl & Santa Monica	0.639	B	0.814	D	0.814	D	0.000	No
47. Beverly Glen & Santa Monica South	0.976	E	1.101	F	1.101	F	0.000	No
48. Bundy Dr & Olympic Bl	1.262	F	1.501	F	1.501	F	0.000	No
49. Barrington Av & Olympic Bl	1.013	F	1.149	F	1.150	F	0.001	No
50. Sawtelle Bl & Olympic Bl	1.250	F	1.496	F	1.501	F	0.005	No
51. Sepulveda Bl & Olympic Bl	0.931	E	1.080	F	1.096	F	0.016	Yes
52. Veteran Av & Olympic Bl	0.802	D	0.929	E	0.930	E	0.001	No
53. Westwood Bl & OIympic Bl	1.167	F	1.499	F	1.512	F	0.013	Yes
54. Overland Av & Olympic Bl	1.019	F	1.245	F	1.247	F	0.002	No
55. Century Park West & Olympic Bl	1.241	F	1.467	F	1.467	F	0.000	No
56. Centinela Av & I-10 WB Ramps	1.037	F	1.152	F	1.157	F	0.005	No
57. Centinela Av & Pico Bl	0.954	E	1.085	F	1.085	F	0.000	No
58. Bundy Dr & Pico Bl	0.905	E	1.064	F	1.064	F	0.000	No
59. Barrington Av & Pico Bl	0.998	E	1.130	F	1.132	F	0.002	No
60. Sawtelle Bl & Pico Bl	1.043	F	1.227	F	1.236	F	0.009	No
61. Sepulveda Bl & Pico Bl	0.811	D	0.955	E	0.967	E	0.012	Yes
62. Westwood Bl & Pico Bl	0.786	C	1.063	F	1.078	F	0.015	Yes
63. Overland Av & Pico Bl	0.980	E	1.154	F	1.158	F	0.004	No
64. Bundy Dr & Ocean Park Bl/Gateway Bl	1.003	F	1.134	F	1.136	F	0.002	No
65. Sawtelle Bl & National Bl	0.994	E	1.139	F	1.145	F	0.006	No
66. I-405 SB On Ramp & National Bl	0.576	A	0.690	B	0.707	C	0.017	No
67. I-405 NB Off Ramp & National Bl	0.722	C	0.832	D	0.842	D	0.010	No
68. Sepulveda Bl & National Bl	1.065	F	1.238	F	1.254	F	0.016	Yes
69. Westwood Bl & National Bl	0.878	D	1.416	F	1.423	F	0.007	No
70. Overland Av & I-10 WB Ramps/National Bl	1.098	F	1.397	F	1.427	F	0.030	Yes

As indicated in Tables 14 and 15 and also shown in Figure 28, Project traffic creates a significant impact at 30 of the 70 study intersections. The following intersections are significantly impacted during one or both peak periods:

- Sepulveda Boulevard and Getty Center Drive (AM Peak Hour)
- Sepulveda Boulevard and Moraga Drive/I-405 NB Ramps (AM Peak Hour)
- Sepulveda Boulevard and Church Lane (AM and PM Peak Hours)
- Church Lane and I-405 SB Ramps (AM Peak Hour)
- Veteran Avenue and Sunset Boulevard (AM Peak Hour)
- Beverly Glen Boulevard West and Sunset Boulevard (AM Peak Hour)
- Hilgard Avenue and Sunset Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Montana Avenue (PM Peak Hour)
- Veteran Avenue and Gayley Avenue (AM Peak Hour)
- Sepulveda Boulevard and Wilshire Boulevard (AM and PM Peak Hours)
- Veteran Avenue and Wilshire Boulevard (AM Peak Hour)
- Barrington Avenue and Santa Monica Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Ohio Avenue (AM and PM Peak Hours)

- Sepulveda Boulevard and Ohio Avenue (AM and PM Peak Hours)
- Veteran Avenue and Ohio Avenue (AM and PM Peak Hours)
- Westwood Boulevard and Ohio Avenue (AM and PM Peak Hour)
- Sawtelle Boulevard and Santa Monica Boulevard (AM Peak Hour)
- I-405 SB Ramps and Santa Monica Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Santa Monica Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and Santa Monica Boulevard (AM and PM Peak Hours)
- Sawtelle Boulevard and Olympic Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Olympic Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and Olympic Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Pico Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Pico Boulevard (AM Peak Hour)
- Westwood Boulevard and Pico Boulevard (AM and PM Peak Hours)
- Sawtelle Boulevard and National Boulevard (AM Peak Hour)
- Sepulveda Boulevard and National Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and National Boulevard (AM Peak Hour)
- Overland Avenue and I-10 WB Ramps/National Boulevard (AM and PM Peak Hours)

Recommended mitigation measures for the cumulative significant traffic impacts are discussed in the next sub-section of this report.

B. Mitigation Measures Feasibility and Recommendations

Katz, Okitsu & Associates has identified potential measures to mitigate the significant traffic impact of the proposed Project. The feasibility of these improvements has been evaluated at the conceptual level only. The analysis of each mitigation measure does not include detailed analysis of intersection geometry or traffic signal design requirements. If the recommended mitigations are approved, final feasibility studies, engineering, and design of each improvement would need to be undertaken and approved by the appropriate jurisdiction.

Sepulveda Boulevard and Getty Center Drive

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and Moraga Drive I-405 NB Ramps

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and Church Lane/Ovada Place

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Church Lane and I-405 SB Ramps

The recommended mitigation at this intersection is to provide additional left-turn lane to the westbound approach. Currently, the westbound approach has an exclusive left-turn lane and a shared left-through lane. The proposed configuration would be to provide two exclusive left-turn lanes and an exclusive right-turn lane. This mitigation would require widening of the off-ramp to accommodate the proposed mitigation.

Veteran Avenue and Sunset Boulevard

The recommended mitigation at this intersection is to provide an additional lane to the northbound approach. The northbound approach would be improved from an exclusive left-turn and an exclusive right-turn lane to adding a shared left-through lane in between the existing two lanes. This would require widening at the northbound approach which would result into decreasing the existing parkway.

Hilgard Avenue and Sunset Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Beverly Glen Boulevard (West) and Sunset Boulevard

The recommended mitigation at this intersection is to re-stripe the northbound approach and remove the existing median island. Currently, the northbound approach has an exclusive left-turn lane, a through lane and an exclusive right-turn lane. The proposed configuration would be to provide a left-turn lane, a shared through-right turn lane and an exclusive right-turn lane. This mitigation would require removal of the median island and relocation of the traffic signals and poles placed.

Sepulveda Boulevard and Montana Avenue

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Veteran Avenue and Gayley Avene

The recommended mitigation at this intersection is to provide southbound left-turn lane to mitigate the significant traffic impact. This would require widening of Veteran Avenue. The right-of-way is limited to provide the width necessary for this improvement. Thus, there are no feasible mitigations at this location.

Sepulveda Boulevard and Wilshire Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

DRAFT

Veteran Avenue and Wilshire Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Barrington Avenue and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and Ohio Avenue

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Veteran Avenue and Ohio Avenue

The recommended mitigation at this intersection is to provide north-south left-turn pockets at the approaches. However, the right of way along Veteran Avenue is limited. Therefore, there are no feasible mitigations at this location.

Westwood Boulevard and Ohio Avenue

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sawtelle Boulevard and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

I-405 SB Ramps and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Westwood Boulevard and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

DRAFT

Sawtelle Boulevard and Olympic Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Westwood Boulevard and Olympic Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sawtelle Boulevard and Pico Boulevard

The recommended mitigation at this location is to provide an exclusive right-turn lane to the northbound approach. This would require widening of Sawtelle Boulevard and relocation of the utilities pole. It is unlikely that adequate right of way space is available along Sawtelle Boulevard to accommodate the proposed improvement. Thus, there are no feasible mitigation measures at this location.

Sepulveda Boulevard and Pico Boulevard

The recommended mitigation at this location is to provide an exclusive right-turn lane to the northbound approach. This would require widening of Sepulveda Boulevard. It is unlikely that adequate right of way space is available along Sepulveda Boulevard to accommodate the proposed improvement. Thus, there are no feasible mitigation measures at this location.

Westwood Boulevard and Pico Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sawtelle Boulevard and National Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and National Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Westwood Boulevard and National Boulevard

The recommended mitigation measure at this intersection is to provide an additional right-turn lane to the westbound approach. This improvement would require widening of the east leg of the intersection to accommodate the additional lane. It is unlikely that adequate right of way space is available along National Boulevard to accommodate the proposed improvement. Thus, there are

no feasible mitigation measures at this location.

Overland Avenue and I-10 WB Ramps/National Boulevard

The recommended mitigation at this intersection is to re-stripe the eastbound approach to provide an exclusive left-turn lane, a shared left-through-right turn lane and an exclusive right-turn lane.

C. Effect of Mitigation Measures

The level of service (LOS) at the significantly impacted intersections, before and after the proposed mitigation is implemented, is summarized in Tables 16 and 17. The recommended mitigation measure would reduce the V/C ratios to levels less than significant at 4 of the 30 intersections. Lane configurations with the proposed mitigation measures are shown in Figures 29a-29b.

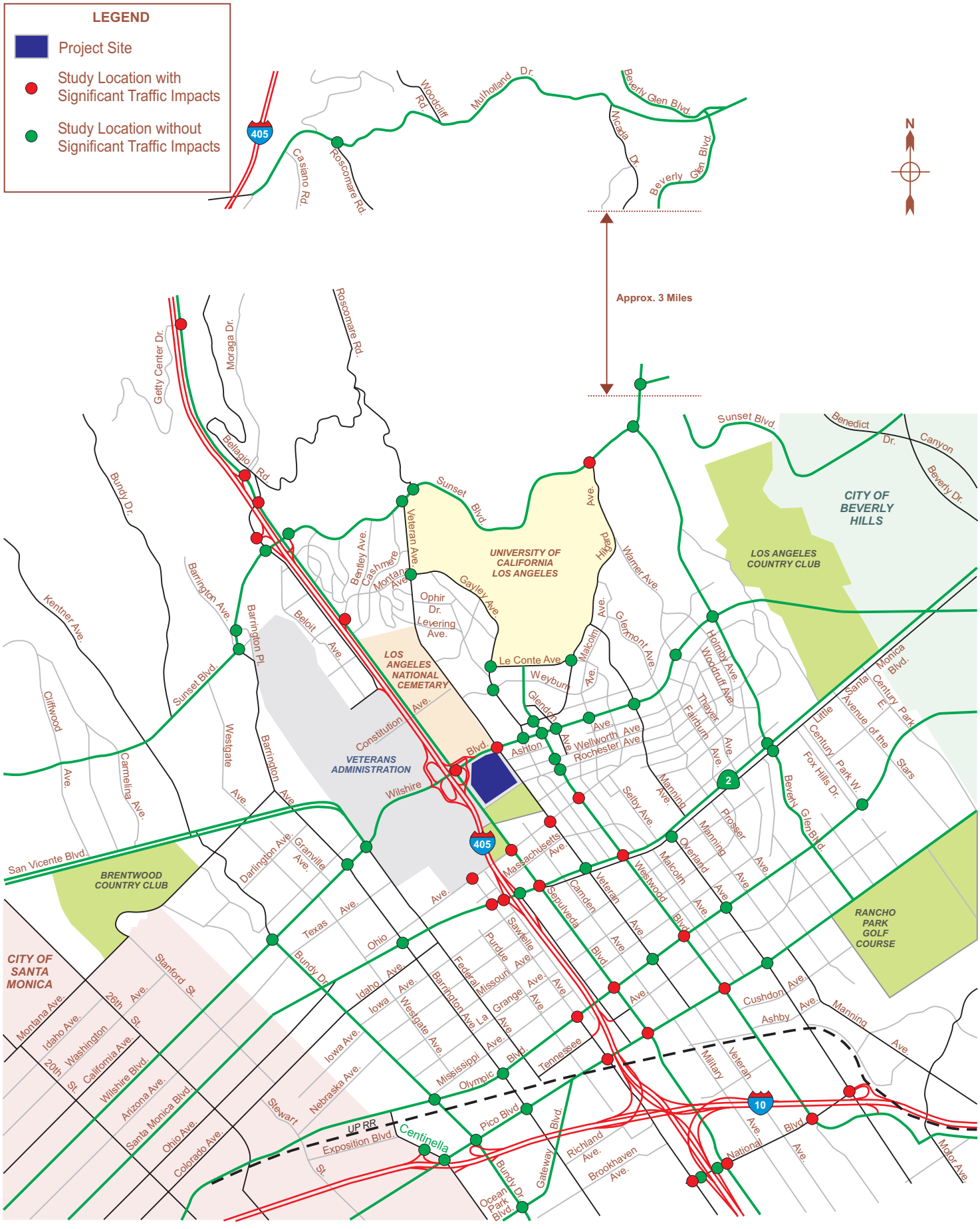
Table 16 – Determination of Project Impacts - With Proposed Mitigation Measures (Phase 1)

Intersection	Peak Hour	Future Base Conditions (Year 2012) V/C	LOS	Future with Project (Year 2012) V/C	LOS	Diff.	Signif?	Future with Project with Proposed Mitigation (Year 2012) V/C	LOS	Diff.	Residual Impact?
7. Church Ln & I-405 SB Ramps	AM	0.930	E	0.943	E	0.013	Yes	0.899	D	-0.031	No
	PM	0.916	E	0.917	E	0.001	No	0.882	D	-0.034	No
70. Overland Av & I-10 WB Ramps/National Bl	AM	1.334	F	1.377	F	0.043	Yes	1.295	F	-0.039	No
	PM	1.341	F	1.362	F	0.021	Yes	1.271	F	-0.070	No

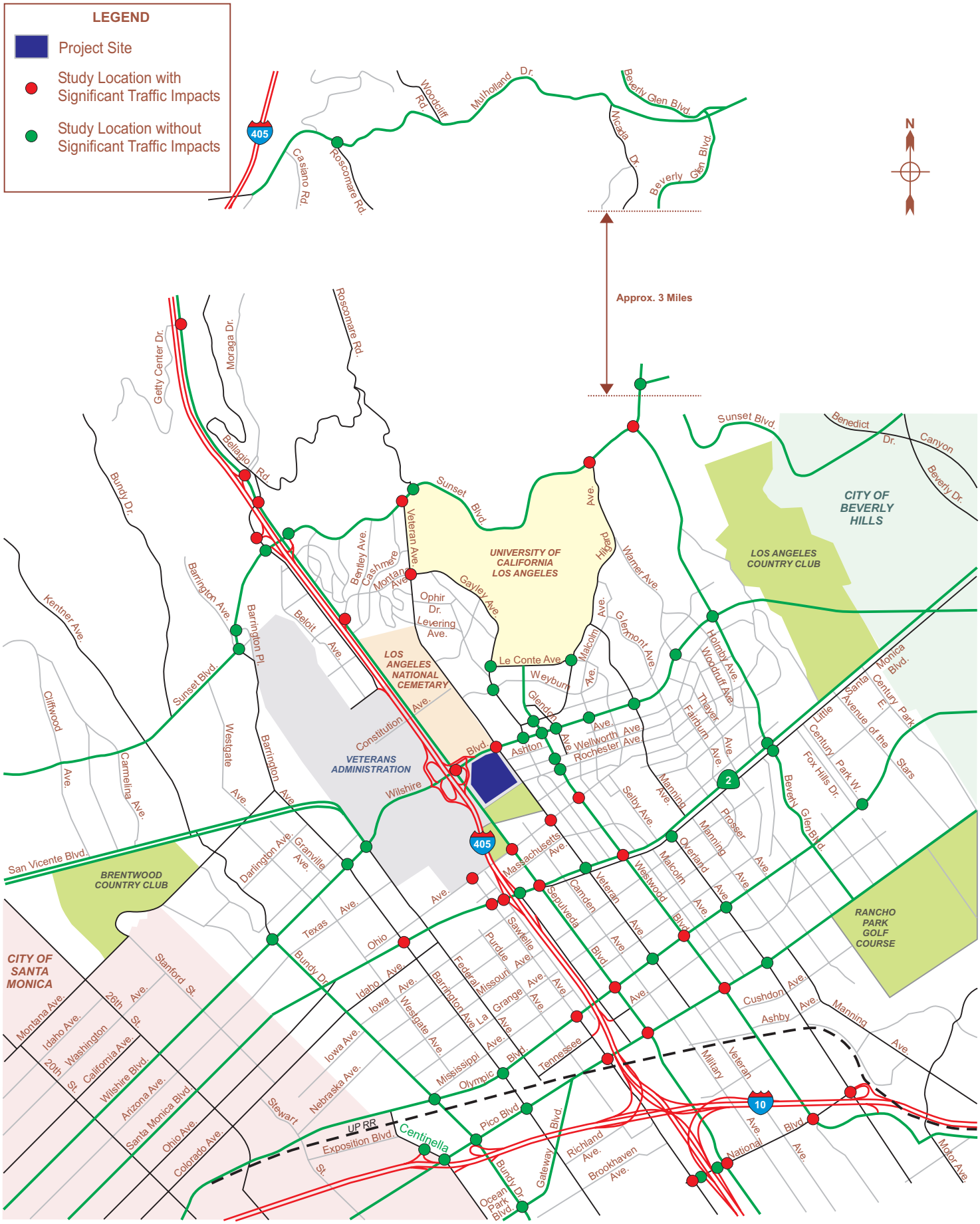
Table 17 – Determination of Project Impacts - With Proposed Mitigation Measures (Phase 2)

Intersection	Peak Hour	Future Base Conditions (Year 2017) V/C	LOS	Future with Project (Year 2017) V/C	LOS	Diff.	Signif?	Future with Project with Proposed Mitigation (Year 2017) V/C	LOS	Diff.	Residual Impact?
7. Church Ln & I-405 SB Ramps	AM	0.969	E	0.987	E	0.018	Yes	0.937	E	-0.032	No
	PM	0.953	E	0.956	E	0.003	No	0.917	E	-0.036	No
10. Veteran Av & Sunset Bl	AM	1.345	F	1.356	F	0.011	Yes	1.236	F	-0.109	No
	PM	1.346	F	1.351	F	0.005	No	1.207	F	-0.139	No
13. Beverly Glen Bl (West) & Sunset Bl	AM	1.557	F	1.567	F	0.010	Yes	1.422	F	-0.135	No
	PM	1.697	F	1.703	F	0.006	No	1.526	F	-0.171	No
70. Overland Av & I-10 WB Ramps/National Bl	AM	1.387	F	1.436	F	0.049	Yes	1.351	F	-0.036	No
	PM	1.397	F	1.427	F	0.030	Yes	1.328	F	-0.069	No

DRAFT



Katz, Okitsu & Associates *Planning & Engineering*	Los Angeles FBI Federal Building	Figure 27
	Location of Study Intersections with Significant Traffic Impacts - Phase 1	



Katz, Okitsu & Associates *Planning & Engineering*	Los Angeles FBI Federal Building	Figure 28
	Location of Study Intersections with Significant Traffic Impacts - Phases 1 and 2	

1 No Mitigation Required

2 No Feasible Mitigation

3 No Feasible Mitigation

4 No Feasible Mitigation

5 No Mitigation Required

6 No Mitigation Required

7

8 No Mitigation Required

9 No Mitigation Required

10

11 No Mitigation Required

12 No Feasible Mitigation

13

14 No Mitigation Required

15 No Mitigation Required

16 No Feasible Mitigation

17 No Mitigation Required

18 No Mitigation Required

19 No Mitigation Required

20 No Mitigation Required

21

22 No Mitigation Required

23 No Feasible Mitigation

24 No Feasible Mitigation

25 No Mitigation Required

26 No Mitigation Required

27 No Mitigation Required

28 No Mitigation Required

29 No Mitigation Required

30 No Mitigation Required

31 No Mitigation Required

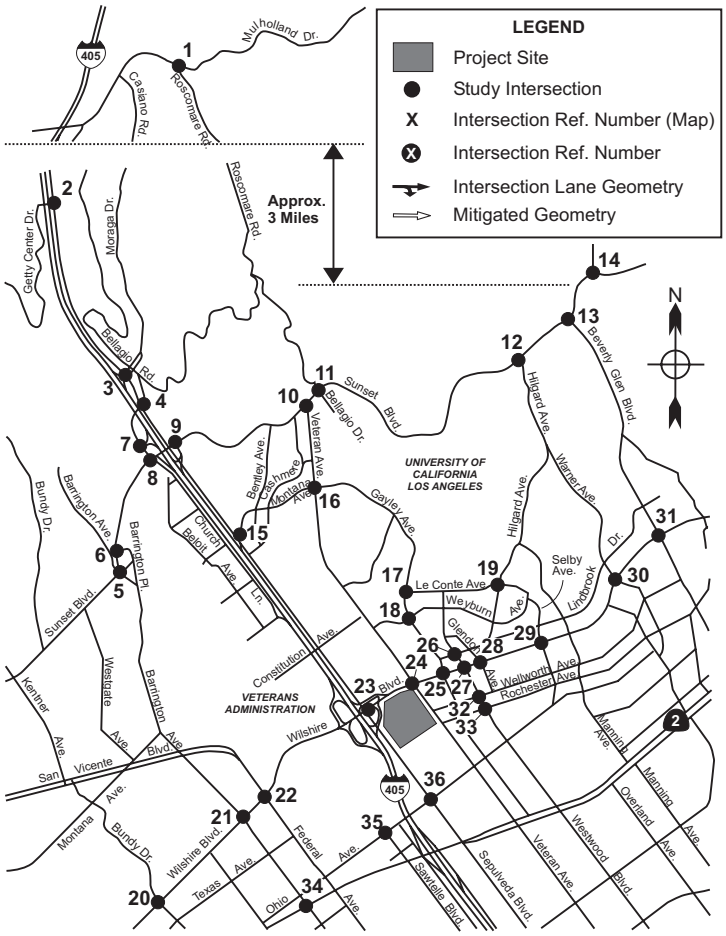
32 No Mitigation Required

33 No Mitigation Required

34 No Feasible Mitigation

35 No Feasible Mitigation

36 No Feasible Mitigation



Katz, Okitsu & Associates *Planning & Engineering*	Los Angeles FBI Federal Building	Figure 29a
	Intersection Geometry With Mitigation Measures (Intersections 1-36)	

37 No Feasible Mitigation

45 No Mitigation Required

53 No Feasible Mitigation

61 No Feasible Mitigation

65 No Mitigation Required

69 No Feasible Mitigation

38 No Feasible Mitigation

46 No Mitigation Required

54 No Mitigation Required

62 No Feasible Mitigation

66 No Mitigation Required

70

39 No Feasible Mitigation

47 No Mitigation Required

55 No Mitigation Required

63 No Mitigation Required

67 No Mitigation Required

40 No Feasible Mitigation

48 No Mitigation Required

56 No Mitigation Required

64 No Mitigation Required

68 No Feasible Mitigation

N

41 No Feasible Mitigation

49 No Mitigation Required

57 No Mitigation Required

42 No Feasible Mitigation

50 No Feasible Mitigation

58 No Mitigation Required

43 No Mitigation Required

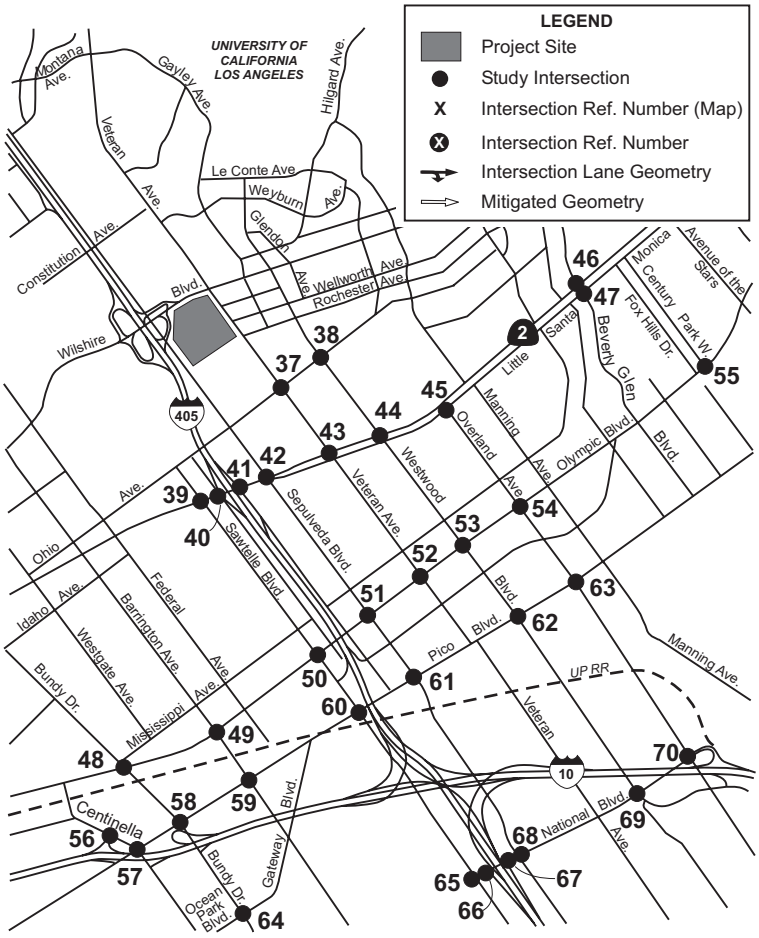
51 No Mitigation Required

59 No Mitigation Required

44 No Feasible Mitigation

52 No Mitigation Required

60 No Feasible Mitigation



Katz, Okitsu & Associates *Planning & Engineering*	Los Angeles FBI Federal Building	Figure 29b
	Intersection Geometry With Mitigation Measures (Intersections 37-70)	

7. Alternative Development Scenarios

This report section provides a review of alternative development scenarios, in terms of "no action" alternative and alternative land uses.

A. "No Action" Alternative

The following provides a summary of the proposed Project if the existing building is to remain as-is where any growth projected would be based on the maximum capacity of the existing facilities available. The future base conditions evaluated in Section 3 represents the "no action" alternative of the project.

In analyzing the "no action" alternative, the existing condition of the 11000 Wilshire Boulevard Building was examined in terms of spaces available for potential growth. As of May 2005, the tower accommodates 1,100 employees of which 700 are FBI employees and 400 are non-FBI government agencies employees. The building was assessed that up to 815 non-FBI employees can still be added without any expansion or construction necessary.

As shown in Table 4 in Section 3, the additional 815 employees would generate 2,918 daily trips of which 636 and 228 trips are during morning and afternoon peak hours, respectively. Although the additional 815 employees would generate the additional trips/traffic to the surrounding street system if the building is at its capacity, these additional trips are part of the entitlement of the existing building. As a result, these additional traffic estimates added to the future traffic projections would be considered as part of the cumulative traffic growth rather than project traffic. Therefore, the "no action" alternative is not expected to create any significant traffic impacts.

B. Alternate Use Scenario (Alternative 2)

The following provides an analysis of the proposed Project if the existing building is demolished and new facilities are constructed strictly for FBI use only.

Alternative 2 Project Trip Generation

The alternate use project would include 640 FBI employees once the construction of a new building for FBI is completed under Phase 1 (Year 2012). Phase 1 is essentially removing all non-FBI employees from the site and for the current 700 FBI employees to remain at the site with the new building. As a result, the existing trips being generated from the existing 400 non-FBI employees will result into a reduction of traffic to the surrounding street system. As shown in Table 18, Phase 1 would generate a decrease of trips assuming FBI will remain as-is and the 400 non-FBI employees will be displaced. As shown, the daily trips would be reduced by 1,432 trips and the peak hour trips would decrease by 312 and 112 morning and afternoon peak hour trips, respectively.

DRAFT

Table 18 – Project Trip Generation Estimates – Alternate Use Scenario (Phase 1)

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
Non-FBI	-	Employees	3.58	0.780	61%	39%	0.280	20%	80%
Trips									
Existing Building									
Non-FBI	400	Employees	(1,432)	(312)	(190)	(122)	(112)	(22)	(90)

[1] Trip generation rates were from the survey results taken on May 11, 2005.

Phase 2 is anticipated to be completed by year 2017 when additional 1,000 FBI employees are expected as part of the growth projected at this time period. With the completion of Phase 2 and displacement of the 400 non-FBI employees, trip generation estimates were calculated. Table 19 summarizes the effect of the projected FBI growth by year 2017. As shown in the table, additional 778 daily trips are estimated upon completion of Phase 2. A decrease of 156 morning peak hour trips and a minimal increase of 34 afternoon peak hour trips are projected under Phase 2.

Table 19 – Project Trip Generation Estimates – Alternate Use Scenario (Phases 1 and 2)

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
FBI	-	Employees	2.21	0.156	98%	2%	0.146	28%	72%
Non-FBI	-	Employees	3.58	0.780	61%	39%	0.280	20%	80%
Trips									
Existing Building									
Non-FBI	400	Employees	(1,432)	(312)	(190)	(122)	(112)	(22)	(90)
Government Office									
FBI (Phase 2 Growth)	1,000	Employees	2,210	156	153	3	146	41	105
TOTAL "NET" TRIPS			**778**	**(156)**	**(37)**	**(119)**	**34**	**18**	**16**

[1] Trip generation rates were from the survey results taken on May 11, 2005.

Based on the trip generation analysis performed and summarized in Tables 18 and 19, the alternate use scenario (Alternative 2) is not projected to have any significant traffic impact at the surrounding street system. The additional 34 afternoon peak hour trips under Phase 2 would have negligible effect to any of the study intersections.

DRAFT

8. Congestion Management Plan Conformance

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program.

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

There are several CMP arterial monitoring intersections within the study area. All CMP intersections were included as part of the study intersections such as the following:

- Santa Monica Boulevard and Bundy Drive
- Wilshire Boulevard and Sepulveda Boulevard
- Wilshire Boulevard and Beverly Glen Boulevard

These CMP arterial monitoring intersections were evaluated as three of the study intersections as discussed in Section 5. The traffic to be generated by the proposed Project is anticipated to create significant traffic impact at this location per LADOT guidelines. A significant impact is identified per CMP guidelines if project-related traffic will cause service levels to deteriorate to LOS E or F and increase in demand to capacity ratio caused by the project is 2% or more. In comparison to the LADOT guidelines discussed in Section 6, CMP guidelines are less stringent in determining project traffic impacts. Proposed mitigation measures were considered and discussed in Section 6. However, there are no feasible mitigations available to mitigate the impacts.

The nearest CMP mainline freeway-monitoring location is at I-405 north of Venice Boulevard and south of Mulholland Drive, and at I-10 at Lincoln Boulevard and east of Overland Avenue. Based on the trip distribution and traffic assignment presented in Section 5, the proposed project is may add substantial trips to the freeway system. Therefore, additional analysis of CMP freeway monitoring stations was performed.

A. Freeway Segment Analysis

This analysis was conducted using a procedure similar to that used for the local street system. The following traffic scenarios were analyzed:

- Existing Conditions – Analysis of existing freeway traffic volumes. Peak hour volumes were obtained from the 2004 Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority, 2004).

- Future (Year 2012 & 2017) with Ambient Growth and Related Projects Conditions – Analysis of future year 2012 and 2017 freeway traffic volumes without the proposed project. The methodology used to develop forecasts of future freeway volumes with and without the proposed project is similar to that used for the study intersections. It includes the ambient growth of 2% per year and the development of future without project volumes.

- Future (Year 2012 & 2017) with Ambient Growth and Related Projects with Proposed Project Conditions – Analysis of future year 2012 and 2017 freeway traffic volumes with the addition of traffic expected to be generated by the proposed project.

Demand/capacity (D/C) ratios were calculated for each freeway segment, using a capacity value of 2,000 vehicles per hour per freeway mainline lane (in accordance with CMP guidelines). Tables 20 and 21 indicate the estimated D/C ratios during peak hours for each scenario.

Table 20 – Determination of Phase 1 Project Impacts - Freeway Analysis (Year 2012)

				Existing Condition			Year 2012 Future Base Condition			Project	Year 2012 Future with Project			Project Increase	Significant Project
Freeway Segment	Direction	Peak Hour	Capacity	Volumes	D/C	LOS	Volumes	D/C	LOS	Only	Volumes	D/C	LOS	in D/C	Impact?
I-405 San Diego Fwy	NB	AM	10,000	8,872	0.887	D	9,750	0.975	E	53	9,803	0.980	E	0.005	NO
South of Mulholland Dr		PM	10,000	15,188	1.519	F(3)	16,840	1.684	F(3)	39	16,879	1.688	F(3)	0.004	NO
	SB	AM	10,000	12,151	1.215	F(0)	13,560	1.356	F(2)	83	13,643	1.364	F(2)	0.008	NO
		PM	10,000	8,406	0.841	D	9,355	0.936	E	10	9,365	0.937	E	0.001	NO
I-405 San Diego Fwy	NB	AM	10,000	14,148	1.415	F(2)	15,921	1.592	F(3)	150	16,071	1.607	F(3)	0.015	NO
North of Venice Bl		PM	10,000	15,188	1.519	F(3)	16,980	1.698	F(3)	18	16,998	1.700	F(3)	0.002	NO
	SB	AM	10,000	9,273	0.927	D	10,423	1.042	F(0)	96	10,519	1.052	F(0)	0.010	NO
		PM	10,000	14,148	1.415	F(2)	16,091	1.609	F(3)	70	16,161	1.616	F(3)	0.007	NO
I-10 Santa Monica Fwy	EB	AM	10,000	12,978	1.298	F(1)	14,165	1.416	F(2)	36	14,201	1.420	F(2)	0.004	NO
East of Overland Av		PM	10,000	14,008	1.401	F(2)	14,934	1.493	F(3)	27	14,961	1.496	F(3)	0.003	NO
	WB	AM	10,000	8,575	0.857	D	9,806	0.981	E	57	9,863	0.986	E	0.006	NO
		PM	10,000	8,542	0.854	D	9,649	0.965	E	7	9,656	0.966	E	0.001	NO
I-10 Santa Monica Fwy	EB	AM	6,000	5,673	0.567	C	6,129	0.613	C	21	6,150	0.615	C	0.002	NO
At Lincoln Bl		PM	6,000	3,819	0.382	C	4,132	0.413	C	2	4,134	0.413	C	0.000	NO
	WB	AM	6,000	4,116	0.412	C	4,435	0.443	C	13	4,448	0.445	C	0.001	NO
		PM	6,000	4,066	0.407	C	4,429	0.443	C	10	4,439	0.444	C	0.001	NO

Table 21 – Determination of Phases 1 and 2 Project Impacts - Freeway Analysis (Year 2017)

				Existing Condition			Year 2017 Future Base Condition			Project	Year 2017 Future with Project			Project Increase	Significant Project
Freeway Segment	Direction	Peak Hour	Capacity	Volumes	D/C	LOS	Volumes	D/C	LOS	Only	Volumes	D/C	LOS	in D/C	Impact?
I-405 San Diego Fwy	NB	AM	10,000	8,872	0.887	D	10,193	1.019	F(0)	53	10,246	1.025	F(0)	0.005	NO
South of Mulholland Dr		PM	10,000	15,188	1.519	F(3)	17,599	1.760	F(3)	56	17,655	1.766	F(3)	0.006	NO
	SB	AM	10,000	12,151	1.215	F(0)	14,168	1.417	F(2)	107	14,275	1.427	F(2)	0.011	NO
		PM	10,000	8,406	0.841	D	9,775	0.978	E	16	9,791	0.979	E	0.002	NO
I-405 San Diego Fwy	NB	AM	10,000	14,148	1.415	F(2)	16,628	1.663	F(3)	194	16,822	1.682	F(3)	0.019	NO
North of Venice Bl		PM	10,000	15,188	1.519	F(3)	17,739	1.774	F(3)	30	17,769	1.777	F(3)	0.003	NO
	SB	AM	10,000	9,273	0.927	D	10,887	1.089	F(0)	97	10,984	1.098	F(0)	0.010	NO
		PM	10,000	14,148	1.415	F(2)	16,798	1.680	F(3)	101	16,899	1.690	F(3)	0.010	NO
I-10 Santa Monica Fwy	EB	AM	10,000	12,978	1.298	F(1)	14,814	1.481	F(3)	37	14,851	1.485	F(3)	0.004	NO
East of Overland Av		PM	10,000	14,008	1.401	F(2)	15,635	1.563	F(3)	74	15,709	1.571	F(3)	0.007	NO
	WB	AM	10,000	8,575	0.857	D	10,235	1.023	F(0)	38	10,273	1.027	F(0)	0.004	NO
		PM	10,000	8,542	0.854	D	10,076	1.008	F(0)	11	10,087	1.009	F(0)	0.001	NO
I-10 Santa Monica Fwy	EB	AM	6,000	5,673	0.567	C	6,412	0.641	C	27	6,439	0.644	C	0.003	NO
At Lincoln Bl		PM	6,000	3,819	0.382	C	4,323	0.432	C	4	4,327	0.433	C	0.000	NO
	WB	AM	6,000	4,116	0.412	C	4,641	0.464	C	13	4,654	0.465	C	0.001	NO
		PM	6,000	4,066	0.407	C	4,633	0.463	C	14	4,647	0.465	C	0.001	NO

Based on the significant impact criteria established in the CMP document, the proposed project would not generate significant regional freeway impacts. Although the several locations are projected at level of service is LOS E or worse, the increase in D/C ratio caused by the project traffic is less than the 0.02 criteria

DRAFT

9. Summary and Project Recommendations

A. Analysis Conclusions

The following are the conclusions made from the analysis within this report. Unacceptable level of service (LOS) is defined as a value of 'E' or 'F'. Project significant impacts were calculated by thresholds at various LOS values established by the City of Los Angeles Department of Transportation.

- During the existing (2006) conditions scenario, 25 of 70 study intersections operate at acceptable Levels of Service (LOS), LOS D or better, during the weekday morning and afternoon peak hours.

- During the future period (Year 2012), with traffic from related projects and without development of the Project, the number of study intersections are projected to operate at an acceptable level of service (LOS D or better) would be reduced to ten. The remaining 60 study intersections are projected to operate at poor level of service (LOS E or worse).

- During the future period (Year 2017), with traffic from related projects and without development of the Project, all but eight study intersections are projected to operate at poor level of service (LOS E or worse).

- As proposed, the Project includes the construction of new facilities for the FBI Headquarters and renovation of the existing 17-story tower. Additional 937,000 gross square feet of building space with 1,200 secured parking stalls will be provided. The project would occur in two phases over a 10-year period.

- Under Phase 1 (Year 2012) of the project, it is estimated that the Project would generate 3,884 daily trips, of which 846 and 304 trips would be during the morning and afternoon peak hours, respectively. Phases 1 and 2 (Year 2017) of the Project are estimated to generate 6,094 daily trips of which 1,002 and 450 trips would be during the morning and afternoon peak hours, respectively.

- During the future period, with Phase 1 Project traffic included, 60 study intersections are projected to continue to operate at poor level of service (LOS E). The remaining ten study intersections would continue to operate at an acceptable level of service (LOS D or better).

- During the future period, with Phase 2 Project traffic included, 62 study intersections are projected to continue to operate at poor level of service (LOS E). The remaining eight study intersections would continue to operate at an acceptable level of service (LOS D or better).

- The proposed Project would create significant traffic impacts at 30 of the 70 study intersections based on the criteria established by LADOT.

- Implementation of proposed intersection improvements would mitigate the project

impacts to a level of insignificance at only 4 of the 30 impacted intersections.

B. Project Mitigations

Katz, Okitsu & Associates has identified measures to mitigate the significant traffic impact of the proposed Project for seven locations. The feasibility of these improvements has been evaluated at the conceptual level only. The analysis of each mitigation measure does not include detailed analysis of intersection geometry or traffic signal design. If the recommended mitigations are approved, final feasibility studies, engineering, and design of each improvement would need to be undertaken.

DRAFT

CMA METHODOLOGY FOR SIGNALIZED INTERSECTIONS

The City of Los Angeles specifies that the Transportation Research Board Critical Movement Analysis (CMA), Circular 212 Method, be used to analyze traffic operating conditions at study intersections. The CMA analysis planning method for evaluating signalized intersections involves the computation of volume-to-capacity (V/C) ratios for each critical movement. Capacity, or saturation flow rate, is defined as the maximum rate of flow that can pass through a given intersection approach under prevailing traffic and roadway conditions. The sum of all critical movements on a critical lane basis is used to determine the total intersection volume to capacity ratio (V/C) and corresponding Level-of-Service from the table on the following page.

DRAFT

DEFINITIONS OF LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
(Source: City of Los Angeles Traffic Studies Policies and Procedures, November 1993)

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one Red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

DRAFT

APPENDIX B
Traffic Count Data

(Available under separate cover)

DRAFT

APPENDIX C
Intersection Level of Service Worksheets
Existing Conditions (Year 2006)

(Available under separate cover)

DRAFT

APPENDIX D
Intersection Level of Service Worksheets
Ambient Growth and Related Projects Conditions (Year 2012)

(Available under separate cover)

DRAFT

APPENDIX E
Intersection Level of Service Worksheets
Ambient Growth and Related Projects Conditions (Year 2017)

(Available under separate cover)

DRAFT

APPENDIX F
Project Trip Generation Survey Results and Calculations

(Available under separate cover)

DRAFT

APPENDIX G
Intersection Level of Service Worksheets
Ambient Growth and Related Projects and Phase 1 Project Conditions (Year 2012)

(Available under separate cover)

DRAFT

APPENDIX H
Intersection Level of Service Worksheets
Ambient Growth and Related Projects and
Phases 1 and 2 Project Conditions (Year 2017)

(Available under separate cover)

DRAFT

APPENDIX I
Intersection Level of Service Worksheets
Ambient Growth and Related Projects and Project Conditions with Proposed Mitigations

(Available under separate cover)

DRAFT